

AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

SATURDAY, OCTOBER 23, 1869.

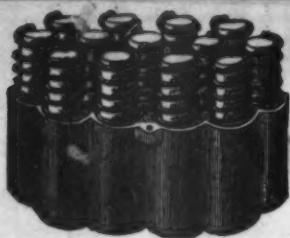
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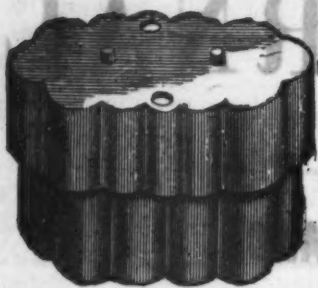




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ESTABLISHED IN 1831.

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[WHOLE No. 1,749, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 23, 1869.

Utica Head Light Works.

We take pleasure in calling the attention of Purchasing Agents and Master Mechanics to the advertisement of Mr. J. A. Williams, which appears in our columns elsewhere. Mr. Williams is a practical Head Light Manufacturer, and pioneer in this branch of business, having been engaged therein uninterruptedly for over 18 years, and is the original inventor of the Coal Oil Burner for Head Lights. During this time the constantly increasing demands for his lights has obliged him to increase his facilities for their manufacture, and to-day he has the largest establishment of this kind in the world. His lamps are covered by four Patents, the latest of which is alluded to in his advertisement, viz: a Coal Oil Head Light, with a Brazed Safety Burner. The peculiarities of this burner are: simplicity of arrangement, great force and steadiness of flame at all speeds, and entire freedom from explosion or heating. The different parts of the burner are brazed instead of being put together by soft solder or screws, and the arrangement is such that a large amount of cold air is kept constantly passing around the inside and outside of the entire length of the wick tube, so that it is kept cool at all times. The preference is given these head lights by the great

Pacific Railway Co., and nearly all the other principal railroads of the United States, and are spoken of in the most favorable terms by all. Mr. Williams supplies these lights either in square or round cases. A cut of the latter form, showing the general appearance of the most recent design, is seen in his business card. He also furnishes all other styles of head lights, and different parts of each, such as burners, wicks, chimneys, &c. Mr. W. is an energetic business man, and to him Railroad Companies are indebted for the many valuable improvements added to head lights within the last 18 years, and is so acknowledged by all railroad men who are familiar with his inventions.

The American Institute National Exhibition.

For forty years past, with but two annual intermissions, the American Institute has held Annual Fairs, first at Masonic Temple, corner of Broadway and Pearl street, then at Niblo's Garden, later at Castle Garden, then again at Niblo's Garden, at the Crystal Palace on Reservoir Square, at the Academy of Music, at the Armory on Fourteenth street, and this year at the Empire Skating Rink, at the corner of Third Avenue and Sixty-third street, three blocks from the Fifth Avenue entrance to Central Park, and directly approachable by all the Avenue City railroads and ferries intersecting the Belt Road, and with entrances on Second and Third Avenues. The arrangement of the Exhibition has been based upon the system adopted at the Paris Exposition, and consists of seven departments, named as follows: Of the Fine Arts and Education, of the Dwelling, of Dress and Handicraft, of Chemistry and Mineralogy, of Engines and Machinery, of Intercommunication, of Agriculture and Horticulture. Under each of these departments there are seven groups, into which are arranged similar and congruous articles. Each of the departments is under the charge of a committee of the Managers of the Institute, with intelligent floor clerks. The present Exhibition consists of more than a thousand entries, containing over five thousand separate articles. The display of woolen manufactures, consisting of the various kinds of fine cloths, ladies dress goods, hosiery of all kinds, blankets, braids, carpets, and

bunting, all of American Manufacture, is one of the most remarkable and interesting ever made in this country, and proves conclusively that we can clothe ourselves. In the department of Machinery, there are five horizontal, and several upright steam engines, driving some of the most ingenious and novel machinery to be found in the world. The Bullock Printing Press, printing newspapers from rolls of white paper, on both sides at the same time, and automatically cutting them off, and delivering them to the folding machine by its side, attracts a constant throng of curious and wondering visitors. Lyall's Positive Motion Looms, weaving cloth six yards wide, and silk dress goods, also justly attract great attention. A pump, an Organ, a Sewing Machine, and a clock, are driven by Electricity. Niard's Steam Boiler Attachment, for equalizing the temperature of steam, water, and heating surfaces of locomotive and other boilers, for the prevention of unequal expansion, ruptures, leaks, and explosions, is exhibited for the first time. A locomotive turntable, as nearly anti-friction and perfect as can well be conceived, is exhibited, and is worthy the attention of all railroad engineers. Also a car wheel, constructed to prevent concussion, and the destruction of rails, and some new plans for constructing railroad cars. In the Agricultural department, there are many greatly improved farming tools, including a sheep shearing machine, and some of the finest specimens of fruits, potatoes, and other vegetables, ever exhibited in the country. Rockwood, the Photographer, exhibits a completely perfected apparatus for taking Ferrotypes pictures by artificial light, thus enabling the artist to do copying work, and to make pictures in cloudy days or at night, with certainty and satisfaction. Kurtz shows the finest plain Photographs to be found in the world. The management of the present Exhibition, is energetic, painstaking and satisfactory. The general effect of the Exhibition, as seen from the gallery, is magnificent and imposing in the extreme, as the Rink is a grand arch, seventy feet high, three hundred and fifty feet long, and a hundred and seventy feet wide at the floor without a visible support. The Machinery and Boiler department, is in an extension at the eastern end, one hundred

by a hundred and seventy feet. Merchants and others from the country should not fail to visit this noble and instructive Exhibition.

Portland, Saco and Portsmouth Railroad.

The earnings of this road for the years ending May 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$296,441 87	\$307,736 01
" freight.....	196,092 88	237,238 58
" express.....	14,177 40	13,877 40
" extra baggage.....	162 80	250 67
" mails.....	7,837 50	7,837 44
" rents, etc.....	4,879 63	8,096 00
	\$518,591 58	\$575,036 10

Expenses, viz:

Maintenance of way.....	\$100,120 02	\$142,847 80
Locomotive power.....	111,826 68	134,598 92
Train expenses.....	38,916 16	46,406 36
Station expenses.....	30,365 48	27,346 12
Office establishment.....	18,624 59	23,030 66
Taxes and insurance ..	11,882 85	13,533 75
Damages and law exp.....	5,750 36	4,962 91
Machine shop.....	1,049 36	6,722 78
Renewal fund	10,000 00	10,000 00

\$328,585 50 \$409,449 28

Net earnings.....\$190,056 08 \$165,586 82

From which deduct—

Interest	\$7,590 13
Freight and baggage cars.....	3,850 00
Postal cars	5,905 25
Two engines	25,400 00
Tax on profits.....	4,415 33
Dividends and tax, including dividend payable in June, 1869.....	94,736 84
	141,807 55

Surplus this year.....\$23,779 27
Add surplus May 31, 1868.....380,155 01
Under estimate of receipts May, 1868 10,322 10

\$364,256 38

Charged for deficiency in freight accounts erroneously made up from April 1, 1865, to April 30, 1869:

Eastern Railroad.....	\$5,879 61
Boston and Maine Railroad.....	89,643 69
	95,023 30

Apparent surplus May 31, 1869.....\$269,233 08

Represented by the following—

Property accounts.....	\$48,722 41
Improvement of road.....	87,529 96
Balances due from connecting roads, etc.....	14,486 26
Cash and cash items.....	5,085 71
Station agents	7,462 84
New shops and lands adjoining.....	199,810 24
Iron, fuel and stock on hand.....	48,228 17

\$411,325 58

Less notes payable.....	\$78,762 46
Dividends.....	47,283 47
April bills	10,769 58
	136,815 51

Deduct am't to credit Renewal fund.. 7,688 49

\$274,510 07

Estimated increase of surplus in May. 2,411 50

\$266,821 58

Total, as above.....\$269,233 08

The extensive improvements near the westerly end of Portland bridge are completed. The site consist of some seven acres of upland and flats. The latter enclosed by a sea wall, nearly 1,100 feet in length, and about 16 feet in height, substantially backed with ballast.

The large area thus enclosed has been nearly all filled with gravel brought from the company's land in Scarborough; and on this new-made land in

part, a machine shop 150 by 60, and a wood shop of same dimensions, has been erected; and in the rear, near these buildings a blacksmith shop 65 by 40 feet. A large dry house 130 by 30 feet is also conveniently located on the premises for the storage of lumber.

The turn table, 50 feet in diameter; engine house, measuring 430 feet on the back, and 240 feet on the front, covering sixteen pits, are built wholly on the new-made land. The foundation of these last, as well as that of the sea wall, rests upon piles driven from 16 to 30 feet in the mud, and cut off at low water mark, and of these more than 2,000 were used under the foundation of engine house and turn table. About 2,000,000 of brick were used in the construction of the buildings; and a large quantity of rough granite for covering the piles.

The tools from the old shops have all been set up in the new ones, and a small addition, not exceeding in value \$6,000 has been made. The whole is now in successful occupancy and operation.

These long needed improvements add greatly to the facilities of the company in carrying on its increasing business.

Two substantial granite abutments have been erected at crossing of Great Works River, about two miles east of North Berwick. Several other important pieces of masonry have been entirely rebuilt or thoroughly repaired.

880 tons of re-rolled iron rails were procured from the Portland Rolling Mill, during the past summer; 300 tons of which, were laid in the track, prior to the date of our last report; and 372 tons have already been laid down the present season, making a total of 952 tons from June, 1868, to June, 1869.

17,500 new sleepers, all of cedar, were also put into the track the past summer.

Extensive and thorough repairs have been made on Portland bridge and draw.

The requirements of the present year will be fully as great as those of the past; and contracts for iron, sleepers, and other material, have been made and partially filled already.

The motive power has been increased by the addition of two new engines—Both are first-class engines, and seem in all respects adapted to our wants.

The work in the machine and repair shops, now executed in the new premises, has been carried on promptly and advantageously, and engines and cars, kept in good and efficient condition. Five new freight cars have been purchased, and several others have been rebuilt and turned out good as new.

The general operations of the Road the past year have been satisfactory. The business upon it having been done with great regularity and promptness.

Number of miles run, 303,266. Expenses per mile, \$1.32. Av. receipts per mile, \$1.89½. Per cent. of receipts used in expenses, 69.5. Number of passengers carried, 361,960.

TRIAL BALANCE, MAY 1, 1869.

Kennebec and Portland Railroad...	\$100,000 00
Property.....	3,311 80
Portsmouth bridge.....	32,000 00
Railway	1,359,836 50
Improvements.....	87,529 95
United States.....	599 85
Payments on account.....	2,000 00
Grand Trunk Railway.....	3,332 50
W. H. Williams, freight department.....	7,462 84
Postmaster General.....	1,420 75
Wharf at Portland.....	33,574 11
New works at Cape Elizabeth.....	199,810 24
Stock of materials.....	48,228 17
Portland, Bangor & Machias Steam-boat Co.....	20,000 00
Cash.....	3,085 71
Portsmouth, G. F. & Con. R. R.....	172 16
Income due.....	8,861 00

\$1,911,325 58

Capital.....	\$1,500,000 00
Renewal fund.....	7,688 49
Eastern Railroad.....	165,542 82
Boston and Maine Railroad.....	101,278 76
Notes payable.....	73,762 46
Dividends due	7,809 77
Dividends, June, 1869.....	39,473 70
Bills payable.....	10,769 58
	\$1,911,325 58

President.—ICHABOD GOODWIN.

Treasurer.—E. NOTT.

Superintendent.—FRANCIS CHASE.

West Amesbury Branch Railroad.

At a meeting of the citizens of West Newbury, Mass., on the 18th inst.; it was voted by a large majority to take stock to the amount of \$50,000 in the West Amesbury Branch Railroad, a road chartered last June to run from the Boston and Maine Railroad in Groveland through the villages of West Newbury, West and South Amesbury to Amesbury Mills. Amesbury is expected to subscribe a still larger amount, which, with private subscriptions, will secure its building, thus giving to two of the only three towns in Essex county without a railroad those facilities so necessary to their growth and prosperity.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$173,647 82	\$173,323 12
" freight.....	299,018 61	326,795 85
" mails.....	7,714 60	18,900 01
" express.....	5,315 50	5,000 01
" miscellaneous	981 21	545 31
	\$486,674 74	\$524,564 30

Expenditures, viz:

Maintenance of way.....	\$131,296 55	\$151,102 85
" motive power.....	71,901 46	103,184 67
Cost of working road	93,676 47	103,733 49
" management.....	10,166 56	10,404 87
Miscellaneous	28,685 11	20,874 98
	\$335,725 85	\$389,300 86

Net balance.....\$150,948 89 \$135,263 44

Balance March 31, 1868.....222,357 22

Interest received during the year.....8,122 46

Engineer department, less than last year.....1,075 08

In hands of superintendent, less than last year.....1,072 21

Total.....\$367,890 41

Appropriated as follows:

Paid coupons, back coupons, expenses of paying the same, interest on overdue bonds, discounts on sale of sinking fund bonds, during the year, etc.....	\$59,679 07
Paid preferred stock dividends.....	44,895 00
Wood, oil and stock on hand over last year.....	6,356 53
Paid Trustees of sinking fund	12,500 00
Paid sundry expenses.....	3,333 78
Bonds and cash on hand.....	241,126 03

Total, as above.....\$367,890 41

Compared with the previous year, the gross earnings show an increase of \$37,889 56, with an increase in expenses of \$53,575 01—making the decrease in net earnings, \$15,685 45. The report says:

Our gross receipts have been more for the past year than for the year previous, a portion of which is from the payment of the back balances due from the post office department for carrying the mails, and which makes the receipts from that source more than the usual yearly payment.

Our expenses have increased in repairs, etc., so that our net earnings are less than the last year, and are accounted for in part as follows:

We have laid 998 tons of new and re-rolled iron, against 781 tons last year. We have purchased 2 new monitor top cars; have built 76 freight cars, against 26 last year, and have made full and complete repairs in all the different departments, so that the road way, superstructure, motive power and equipment, are in as good average, if not better condition, than at any previous time, and will compare favorably with any road in the country.

Our business arrangements with connecting roads remain the same as at our last report.

The usual payment of \$12,500, to the sinking fund has been made, which, with the accumulations, now amounts to \$228,000.

We have paid and charged in the accounts, the two dividends on the preferred stock for the year, and see no reason why they will not continue to be regularly paid.

The bonds known as convertible mortgage bonds, amounting to \$350,000, viz., \$200,000 7 per cent., and \$150,000 6 per cent., become due July 1st, 1870. Arrangements for payment or extension of them will have to be made.

In accordance with the agreement made between the corporation and the White Mountains, N. H. Railroad, for the extension of the road beyond Littleton, which was confirmed by the stockholders of both corporations at special meetings held at Concord, the 29th day of August last, the directors made a contract with Messrs. Kenrick, Chamberlain and Bishop, to build the road from Littleton to Wing road and Whitefield, and work was commenced late last autumn, and continued through the winter with fair success; but owing to the inclement weather in March and April, there has not been so much progress made as could have been wished. The contractors hope to have it done so that the track can be laid to the Wing road early in June.

There has been paid towards the contract, for labor and iron, about \$87,000 which is not included in the accounts, but has been paid by money advanced outside, and will have to be repaid hereafter.

The President, by authority of a vote of the directors, has given notice that this company or the White Mountains, N. H. Railroad, will apply to the Legislature for authority to build a road from some point on the extension in Bethlehem or Whitefield, to the Fabyan place and the base of Mount Washington, and will make such application to the Legislature.

This will be a branch road, and, as the freight will be all down, can be built with high grades and at a moderate expense, a large proportion of which will be contributed by those who will be benefited, and if it can be done in this way, will be a benefit to this road.

In accordance with the vote at the last annual meeting, a committee was appointed to consider the subject of consolidation of the stock, and it is expected that they will report at the annual meeting.

The total number of passengers carried during the year was 125,169; equal to 7,510,140 carried one mile. Total number of tons of freight, 69,791, equal to 4,187,460 tons carried one mile.

TRIAL BALANCE, MARCH 31, 1869.

Construction.....	\$2,850,000 00
Wood and oil on hand.....	18,012 74
Stock, etc., on hand for repairs.....	24,884 38
1870 bonds on hand (C. M.).....	800 00
Trustees of sinking fund.....	151,500 00
Pemigewasset House.....	16,000 00
Joseph A. Dodge, Supt.....	27,024 91
Sinking fund and mortgage bonds on hand.....	156,400 00
Cash on hand for coupons unpaid..	1,689 00
Cash on hand for dividends unpaid..	12,483 00
Cash.....	90,551 03

\$3,848,848 06

Stock (old dividends, etc.).....	\$459,600 00
" preferred.....	800,000 00
" new.....	540,400 00
Bonds due in 1865.....	\$204,000
" " 1870.....	850,000
" " 1889.....	496,000

Coupons due and unpaid.....	1,050,000 00
Dividends due and unpaid.....	1,689 00
Dividends not yet payable.....	1,448 89
Dividends due since May 20, 1867, and unpaid.....	28,125 00
Profit and loss.....	12,486 00
	455,099 17
	\$3,848,848 06

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Rix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD HARLOW.

Superintendent.—J. A. DODGE.

The following gentlemen have been elected directors of the Louisville, Cincinnati and Lexington Railroad Company: Josiah Speed, C. N. Warren, J. Guthrie Coke, J. W. Kalfus, R. C. Hewitt, Marvin Green, Henry Belle, M. C. Johnson, and T. K. Hunt. A resolution was unanimously adopted rejecting the river line for the connecting line between the Louisville and Nashville and the Louisville, Cincinnati and Lexington roads. The directors were instructed to secure a connection with the least possible delay.

At a recent meeting of the directors of the Portchester and Ridgefield Railroad at Long Ridge, Conn., the report of the engineer, together with his profiles and maps of the proposed road were accepted and approved. According to the surveys, the road will be twenty-three miles long, and its greatest variation from a direct line will not exceed half a mile. The present estimates are less by \$40,000 than the sum indicated by the preliminary surveyors.

The Waynesburg Republican says that the Monongahela Valley Railroad Company has proposals from three different parties, each of which is anxious to go to work at once upon the road. About the first of January next a new set of officers of the company will be elected, when the building of the road will be at once undertaken.

The Chicago Railroad Gazette says that the Davenport and St. Paul Railroad is to be commenced immediately. The President and Executive Committee now advertise for proposals to grade and bridge from Davenport to De Witt, the crossing of the Northwestern, a distance of 22 miles.

The White Mountain Railroad, which is now extending towards Northumberland, has been completed to the line of Whitefield, is now open to the Wing Road, six miles beyond Littleton, and is run regularly in connection with the Boston, Concord and Montreal road.

The route of the Port Royal and Augusta Railroad has been surveyed from Port Royal to within ten miles of Augusta. Rails have been shipped from New York, and it is thought that the road will be completed by next May.

The western extension of the European and North American road, from St. John to the State line, will be open to traffic about the middle of November.

From the Iron Age.

Northern Pacific Railroad.

LETTER FROM AN ILLINOIS FARMER.

ROCKFORD, ILLINOIS, October 2, 1869.

Dear Sir: I saw by your paper of the 23d ult., that you expressed a desire to see the report of my friend, the Railroad Commissioner, I referred to in my letter of the 18th. I have obtained his permission for you to publish such parts of it as I might select. Accordingly, I have copied such portions as I think will interest your readers, and herewith inclose it. If, on looking it over, you should think it not worth while to print it, you can return it to me without any fear of giving offense to my good friend, who, I can assure you, cares as little about notoriety as any one I know.

Your obedient servant,

AN ILLINOIS FARMER.

NORTHERN PACIFIC RAILROAD.

September 25, 1866.

The importance of a railroad across the American Continent, within the territory of the United States, by the shortest route, to connect China and Japan with the Atlantic cities, is the great question of the day.

The steamers' route from San Francisco to Japan will be up the west coast of America, as far as the north end of Vancouver Island; and thence westward across the North Pacific Ocean, to avail of the short degrees of longitude, the same as is now done in running from New York to Liverpool. The "northing" thus made will be near nine hundred miles. The distance from San Francisco to the straits of San Juan de Fuca is about eight hundred miles. It is thus seen, if direct communication can be had between New York city and that point, the distance between New York and Japan will be several hundred miles less than that by San Francisco.

Two very important considerations are to be taken into account in building a line of railroad—character of the country through which the road is to run, and materials with which to construct it.

The country between the Missouri River, at Omaha, and the city of Sacramento, has been so often described, and is so well known that it is not necessary to refer to it in this paper; suffice it to say, however, that at least 1800 miles of continuous rail will be required to connect those two points. It is equally true, on the other hand, that using the navigable waters of the Upper Missouri and Columbia Rivers, a communication can be had between the Mississippi River, near St. Paul, and Puget's Sound at Olympia, with less than nine hundred miles of railroad. Thus:

Miles.

The distance by rail from the Mississippi River to where the Northern Pacific road will cross the Missouri River, is.....	450
The distance by rail around the Great Falls of the Missouri is.....	20
By rail from head of navigation on the Missouri to that on the "Jocko," is.....	150
By rail around "Thompson's Rapids" on Clark's Fork of the Columbia is.....	4
By rail around the Rapids at "Cabinett Landing," on the Columbia, is.....	7
By rail from "Pend d'Orielle Lake" to the Columbia below Lewiston, is.....	125
Around the Rapids at "Dalles" and Cascades of the Columbia, is.....	20
From the mouth of the Cowlitz to Olympia..	80

Total..... 857

It is a question to be solved, whether a railroad will pay the great cost of constructing it from Seattle, on Puget's Sound, up the Dwanish River, through "Yakima Pass," down the Yakima River to the crossing of the Columbia near Wallula, or not—for it is almost taken for granted that no attempt will ever be made to run the road due east from the "Cascade Mountains," to the "Spokane," and thence to Pend d'Orielle Lake. The report of Captain Macellan, who examined the

most of that line, certainly, is not very encouraging.

As the law of Congress authorizes building what is known as the "Columbia River Branch" of the Northern Pacific road, from near Wallula to the mouth of that river, or "at or near Portland," it is suggested whether or not it would be good policy, for the present at least, to build a short road of 80 miles from Olympia on Puget's Sound to the mouth of the Cowlitz, a point only about 60 miles from the sea, and then unite with the Oregon Steam Navigation Company's Steamers on the Columbia, and use them as a means of communication as far up that stream and its tributaries as they can navigate.

From the mouth of the Cowlitz to the Cascades, about 100 miles, the Columbia is a broad, deep river, not unlike the Mississippi at New Orleans. A railroad is in operation five miles around the falls at the Cascades. From the Cascades to the Dalles the navigation is good. At the Dalles a railroad fifteen miles long, in good order, is in operation to the head of the rapids.

From the Dalles to Wallula, 125 miles, the navigation is always good. From this point to Lewiston the navigation is sometimes interrupted, when the water is low, but the shoal places could easily be removed, and thus make the communication to that point permanent and reliable.

From Lewiston to Pend d'Orielle Lake, the distance overland is one hundred and twenty-five miles, which break would have to be united by a railroad. At Pend d'Orielle Lake the Oregon Steam Navigation Company have boats which run up the lake and Clark's fork of the Columbia fifty miles to "Cabinett Landing," the first rapids on the fork. The portage around the rapids here is $7\frac{1}{2}$ miles, which would require a short railroad. Above these rapids the company are building a boat to run farther up Clark's Fork (with only one portage at Thomson's Rapids,) and its tributary, the "Jocko," to a point not more than 150 miles from the head of navigation on the Missouri, above the great falls of that river, near Fort Benton.

The Oregon Steam Navigation Company is a strong, wealthy concern, with a paid up capital of over two million dollars, invested in their twenty and odd boats, railroads around the "Cascades" and Dalles, with the necessary wharves and warehouses to accommodate their present extensive business.

They are prepared to meet the Northern Pacific Railroad Company at almost the very summit of the Rocky Mountains, long before that company can reach that point from the East; so that the great cost for steamers to navigate the Columbia River (as stated by Gen. Simpson in a report he made some time since to the Hon. United States Secretary at War on this subject) is erroneous. The writer has been repeatedly told by the officers of the Oregon Steam Navigation Company, that they will not only furnish the boats required to do all the business the railroad can bring to them, and take their "chances" for compensation, but would aid in improving the shallow parts of the streams where necessary.

Any one at all acquainted with steamboating on our Western Rivers, knows full well that railroad companies always find boatmen quite ready and willing to make freighting and passenger arrangements and connections with them, without cost to the such railroad companies.

Well informed parties who have been engaged in steamboating on the upper Missouri, state that the navigation of that stream, from where the Northern Pacific Railroad will cross it, say near Fort Clarke, to Fort Benton; and, also, from the Great Falls above Benton for about one hundred miles, is practicable and perfectly reliable, at least seven months in the year. How far the Yellow Stone can be navigated has not yet been ascertained.

As regards building the Olympia Branch from the Columbia River immediately, it may be remarked, that it is not absolutely necessary, for the entrance to the mouth of the Columbia for the largest steamships is entirely feasible. It is quite

true that the "bar" at the mouth of the river is bad and rough; yet there are thirteen fathoms of water on it, and the steamers from San Francisco to Portland, Oregon, make their weekly trips with perfect regularity. It is therefore suggested that this Olympia connection be deferred for the present, and that the line be first built from Lewiston to Pend d'Orielle Lake, one hundred and twenty-five miles; for which the rails and rolling stock can be taken *via* the Columbia River. In the same way such material could be taken for the road around the Rapids of Clarke's Fork, above that lake. For the road around the Great Falls—above Fort Benton—of the Missouri, and from the head of navigation above Benton to that on the "Jocko" River, such material could be taken by the Missouri River from Omaha. For that part of the line east of the Missouri they could be taken over the "Transit Road," or a part might go up the river, also, if it should be desirable to work from both ends of the line east of the Missouri River at the same time.

It is thus seen that the Northern Pacific line, unlike the "Union Pacific," which has to be built over 1800 miles before a communication can be had from one ocean to the other, and that a continuous line, which can only be built from the two ends, is susceptible of being made at several points at the same time; and that the length of road to make the transit of the continent is less than one half as great as that of the "Central" or "Union" Company's line. When the so much less amount of road to build, and abundance of timber on nearly the whole line of the Northern Pacific road, are contrasted with the great distance from the Missouri River to the Sierra Nevada Mountains, and the almost entire absence of timber for superstructures and bridges over that distance—some 1800 miles—on the Union Pacific line, it would seem as though there could be no comparison between the feasibility and value of the two enterprises.

There is another important feature respecting this Northern Pacific line well worthy to be mentioned. The isothermal lines from latitude 36° to 40° north, on the Atlantic coast of the American continent, run far to the north, as we go westward north of that parallel of latitude. The temperature in latitude 47° north, at the east base of the Rocky Mountains, is about that of St. Louis, in latitude 39° , on the Mississippi River, while still farther to the west, in British Columbia, the Hudson Bay Fur Company raise barley in 65° north.

Colonel Alexander Majors, the celebrated Government freighter over the plains for so many years past, states that his oxen subsist better during the winter months on the Yellow Stone, and come out in the spring in finer condition than they formerly did on the head waters of the Arkansas, notwithstanding there is over ten degrees difference of latitude in the two places. The writer traveled from Salt Lake City *via* Fort Hall, on the Upper Columbia, Boise City, Idaho Territory, Grand Ronde Valley and the Blue Mountains of Eastern Oregon, thence to Portland by the Columbia River, in the months of January and February, 1865. The climate of Boise and Grand Ronde Valleys (lat. 46 and 47,) was at that time like April in New York city. Descending from the Blue Mountains (lat. 47) to the Valley of the Columbia, at Umatilla, the temperature was so mild that an overcoat was uncomfortable. Cattle and horses were grazing everywhere on the plains as they would be with us in early May. Going down the Columbia, in February as it was, ladies and gentlemen promenaded the deck of the boat with as much pleasure as they would a North River steamer early in June. It was difficult to realize, but such was the case. "Isothermal" theories may be taught and studied, but nothing so convinces one of their truth as to experience their influence in that latitude in mid-winter.

As regards the particular "Pass" through the Rocky Mountains that will be adopted, of course only practical engineering can decide that point. But there will be no difficulty on that score, for there are "Lewis and Clark's," "Cody's," "Hell Gate," and two or three others already known,

where the grades will be very light as compared with many other mountain roads in this country and in Europe, while it is not at all improbable that other and better passes may be discovered when a thorough, practical examination shall have been made.

CHARACTER OF THE COUNTRY.

When the character of the unoccupied lands of the United States is considered, it will be seen that the Northern Pacific Railroad, running as it does through the choicest of them, is destined not only to sell its own lands rapidly, but will be the means of locating upon the Government lands, in the great Northwest, a large population of agriculturists and miners.

That "the area of good agricultural lands in the Territory of the United States is almost without limit," is an erroneous opinion. A large part—if not the greatest portion—of the country in the United States south of the 43d parallel of north latitude; west of the 98th meridian of west longitude, and east of the Sierra Nevada Mountains in California, can only be cultivated by irrigation, and the irrigating can only be done in the valleys of streams. This is caused by the almost total absence of rain in the area here described. North of the 43d parallel there is an abundance of rain as far west as the Blue Mountains of Oregon. West of the "Cascade" Mountains in that State, and Washington Territory, there is, if any thing, too much rain. The lands north of this line, and west of the Mississippi River, are very fertile and produce crops equal, if not superior, to those raised in the old "Western" and "Middle States." Minnesota is claimed to be the most reliable wheat growing State in the Union, and it is believed the broad and fertile prairies and timber lands of Dakota will be found to be equally productive.

Montana will, at no distant day, be as famous a sheep and cattle growing country as it is now for its almost fabulous yield of the precious metals.

Idaho is coursed through its entire length and breadth with the richest of valleys skirting it, thousands of mountain streams, brooks, and rivers. "Deer Lodge" valley, in this Territory, is said to have yielded large crops of wheat this past season. This country will soon produce more food for man and beast than its extensive mining districts will require. What an inducement is here presented to the farmer and stock grower? A home consumption at his very door for the greatest portion of his products, and a railroad to carry his surplus to market. The valley of the Yakima River, from the junction of that stream with the Columbia near Wallula, for a distance of seventy-five miles toward the "Cascade" Mountains in Washington Territory, is said to average from five to eight miles wide, with a rich, alluvial soil, producing the finest of grass for its entire length. There is no better farming country on the continent than that found on Puget's Sound.

The whole country from Lake Superior to the Pacific Ocean is well watered; abounding in small lakes, streams and rivers of pure, fresh water; it is one continuous alternation of forest, open-timber land and prairie.

In Minnesota and Dakota the winters are not severe. The fall of snow west of the Mississippi is comparatively light, while the climate from one end of the road to the other is as conducive to health and long life as any part of the world. Such being the general character of the country, it is safe to conclude that the tide of emigration, turning northwest around the "great central rainless" waste above described, will soon cover the vast arable plateau of Dakota, Montana and British Columbia; and will eventually follow the route of the road across the continent to the shores of the Pacific Ocean.

INDUCEMENTS FOR SETTLERS.

To the people of our populous States and crowded Europe, the country that will be opened to immigration by the building of the Northern Pacific Railroad will afford a splendid opportunity to better their condition in life.

It is well known that the American farmer, with

his ever profitable farm and comfortable home, is the most independent of men. Under a system of government where every one is free to make the most of his fortune in life, all branches of industry thrive; and where the highest places of honor and trust are within the reach of the humblest, individual effort, virtue and merit are rewarded to an extent entirely unknown in the countries of the Old World.

In the manner in which the hundreds of thousands who have settled in the Mississippi Valley within the past thirty years have succeeded, is found full proof of these statements.

The peoples of Northern Europe, the English, Scotch, Irish, Swedes, Germans, Prussians, Danes and Norwegians, are peculiarly adapted to our "great Northwest." Among its forests, on its prairies, in its mountain valleys, by the borders of its lakes, along the banks of its rivers and mill streams, in its mines, or down by its rugged sea coasts, each nationality may find some locality suited to its taste, and where its people may prosper as never before by following their accustomed pursuits.

The first settlers on the route will have the choice of locations, and will buy their lands at the lowest price. While the road is building they will find a ready sale for the products of their labor to the employees of the company. They will also be afforded an opportunity to work for the company in various capacities, thus enabling them to earn money to pay for and stock their farms, and thus make themselves comfortable homes.

SUCCESS OF LAND GRANT RAILROADS.

The Illinois Central Railroad Company was chartered in 1851, and received from the United States a fraction over 3675 acres of land per mile (amounting in the aggregate to 2,595,000 acres for its 706 miles of road), on similar conditions to those contained in the charter of the Northern Pacific Company.

The Illinois Central Company commenced the sale of its lands in 1853. They were sold to actual settlers in small tracts at low prices, and on liberal terms of payment. In this way there was secured on the line of the road, as fast as it was completed (and often in advance of such completion), a sprinkling of energetic pioneers, who soon demonstrated what could be done at clearing and cultivating the lands thus acquired.

The success of the first settlers, and the liberal policy of the company, in time attracted a large immigration to the company's lands, as is shown by the following statement.

The company received from sales of land in the years 1853, '4 and '5, only \$476,811 71; while in 1864 alone the sales amounted (including interest on previous sales) to \$2,898,980 19. In the eleven years ending Dec. 31, 1864, there had been sold 1,484,416.49 acres, for \$17,670,267 34, leaving unsold at that time, 1,111,583 51 acres.

Notwithstanding the low price at which the first sales were made, the advance has been so great that the average price per acre for what have been sold is nearly twelve dollars.

The following extracts from the company's report for the year ending December 31, 1864, give some idea of their land operations. The President says:

"I am pleased to report the promising condition of the land department. There has been an active demand for land. Three thousand five hundred and one purchasers have bought 264,432.05 acres at an average of \$10.96 per acre, amounting to \$2,898,980 19.

"These sales are widely distributed and in small tracts. In the majority of cases one-fourth of the purchase money has been paid in cash, and the balance is payable annually in advance. The arrears of interest have generally been paid. The policy has been liberal to the party actually settled upon and working the land. Great care has been taken not to dispossess any man making an honest effort to work his farm, and this course has established confidence in the company.

"The property of the company now consists of 706 miles of railway, 105 miles of sidings and

double track, 133 engines, and 3,500 cars. The machine shops are well furnished, and the facilities for building locomotives and cars are ample. A very large outlay has been made at Chicago and Cairo for depot and station accommodations. I do not know that the company will require any more land at any of its stations for many years. Two-thirds of the structures on the road are of masonry. The cost of the property stands on the books of the company at fifty thousand dollars per mile; and beside the income from the railway, you will have for many years a large revenue from the land.

"The local traffic on the line for 1864 was much disturbed by the requirements of the government. The forage and other supplies for the armies in the Southwest were taken, to a large extent, from Illinois, and the preference, which the government had a right to demand, prevented the company from doing the private business of the line with regularity, and great dissatisfaction has existed in consequence thereof.

"Although the rolling stock has been largely increased within the past two years, we have not kept pace with the increasing volume of business, and require more motive power. Our expenses are much larger than in previous years.

"From a careful consideration of the possible condition of the traffic—if peace should be restored—I am disposed to believe that there would be a larger amount of business than we have yet had, and with diminished expenses."

The large local traffic of this road is due in no small degree to the wise policy which induced the settlers to locate along the line of its route. The following statement is, in this connection, worthy of consideration:

Cost of the 706 miles of the road and the other property, as stated in the report, is \$50,000 per mile, making the whole cost.....	\$35,300,000 00
Ded't 1,484,466 acres sold at \$12, is.....	\$17,670,267 34
1,110,583 acres unsold at \$12.....	13,326,982 12
	<hr/> 30,997,249 46

Leaving the actual cost of the entire railway and property.....

As the Illinois company's lands are daily appreciating in value, it may with safety be assumed that that company will eventually realize from its comparatively small land grant (3,675 acres per mile) the entire cost of its present valuable property.

If such has been the result thus far with the Illinois Central, what may not be estimated with regard to the munificent grant to the Northern Pacific, which, in the "States" through which the road is to run, is nearly four times, and in the "Territories" almost seven times as many acres per mile as that granted to the Illinois road?

CONCLUSION.

Nearly all that portion of Illinois through which the Illinois Central Railroad now runs, was as sparsely settled at the time that company was chartered, as that part of Minnesota now is through which the Northern Pacific Road will run. There is vastly less desirable, unoccupied agricultural land in the United States now than there was fifteen years ago. Immigration from Europe is increasing so rapidly that it is even now pushing itself far beyond rail communication in its westward course.

The great rainless plain south of latitude 43° is already reached, and it requires no prophet to foretell where this increasing tide of humanity will next find a resting-place. Minnesota and Dakota, with British Columbia and its Red River country, and the Great Saskatchewan Valley, can no longer be held by the "red man" and the monopolizing "Hudson Bay Fur Company." The fertile plains of Montana, and the rich mines of iron, coal, copper, lead, silver and gold in the mountains beyond them, cannot lie dormant as they have (for aught we know) since the creation of the world. They must be opened up. They

must and will be occupied. The age of progress in which we live demands it; and it will be done. That man is not fifty years old who, in his childhood days, sailed from Buffalo in the first steamboat that navigated our great lakes; neither is that man fifty-five years old who built the first framed house where the city of Chicago now stands. Thirty years ago St. Louis and Chicago were the western limits of civilization on the North American continent. A journey at that time from either of those places to "Fort Snelling," on the Mississippi, or "Council Bluffs," on the Missouri, was considered by far a greater undertaking than to cross the continent to the Pacific Ocean is considered now.

Less than forty years ago there were not twenty miles of railroad in the whole United States. Now we have forty thousand miles in full operation. But little less than twenty years ago Lieutenant Fremont was regarded as one of the greatest explorers of modern times for having found a pathway over the mountains to the Pacific Ocean. Now a daily line of "Concord coaches" makes the trip with as much regularity as was formerly done between Albany and Buffalo. Who shall then say that we do not live in an age of progress? It is, indeed, true, that this our western "world does more!" Let the word but be spoken, that "the Northern Pacific Railroad shall be built," and it will be done.

MAY, 1867.

Since the foregoing was written, the writer has conversed with an intelligent gentleman of Olympia, on Puget's Sound, who made a reconnaissance of the country from Walla-Walla to Helena, in Montana, via Pend d'Orielle Lake—Clark's fork of the Columbia River—to a branch of that stream called the "Jocko," and thence up that stream as far as boats can navigate, and so on to Helena overland in an almost due easterly direction. He says: "The country from Walla-Walla to Pend d'Orielle Lake is one of the most fertile I have ever traveled over. The distance from the 'Snake' river (Columbia), near Lewiston, to the lake, is about 125 miles. An abundance of timber for building the road, and all other purposes necessary for its operation, can be procured near the line of the railroad for about sixty miles from the river. From that point to the lake there is no lack of timber of the best kind on the immediate line of the road, and such I found to be the case up the river, and from the 'Jocko landing,' the whole distance, some 150 miles, to the 'divide' of the mountains near Helena. The pass at this point in the mountains is so gradually approached, and the 'divide' is so low, that it is difficult to know which way the water runs without close examination. In this respect it is not unlike the 'south pass' west of Fort Laramie. The country between the 'Jocko' and the 'pass' in the mountains is not hilly, but is gently rolling. The timber for the whole distance is good; trees, varying from twelve inches to four feet in diameter, with little, if any, undergrowth, are abundant. The United States mail is now carried by this route to the Jocko, the old 'Mullen wagon road' having been abandoned. The soil is good, and produces the very best of grasses in great abundance."

The above notes are added, for it is deemed important to get all the information possible respecting that country.

☞ The Winona and St. Peter Railroad, in Minnesota, which has been running this season as far as Waseca, 106 miles west of Winona, has been completed to Janesville, six miles further West. Twelve miles more will complete it to the St. Peter's river, and this extension will probably be made next spring.

☞ The directors of the Portland and Ogdensburg Railroad have made a location of three more divisions extending from the foot of Sebago Lake to Fryeburg. The directors are now ready to receive proposals for the grading and masonry.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	1,774,824	J. & J.	Jul. '69	Hartford and New Haven.....	2,300,000	J. A. & O.	Oct. '69	Portl., Saco & Portsmouth.....	1,500,000	J. & D.	Jun. '69
American Central.....	100,000	J. & J.	Jul. '69	Hannibal and St. Joseph.....	1,900,000	J. & J.	Jul. '69	Providence & Worcester.....	1,800,000	J. & J.	Jul. '69
Atlanta and West Point.....	1,232,200	J. & J.	Jul. '69	Do. do. pref.....	5,238,830	J. & J.	Jul. '69	Raleigh and Gaston.....	2,000,000	J. & J.	Jul. '69
Atlantic & N. Carolina.....	5,545,225	J. & J.	Jul. '69	Hanover Branch, Pa.....	116,850	M. & N.	May '69	Rensselaer and Saratoga.....	2,500,000	A. & O.	Oct. '69
Atlantic & Gt. Western.....	25,379,923	J. & J.	Jul. '69	Housatonic.....	820,000	J. & J.	Jul. '69	Richmond and Danville.....	2,000,000	J. & J.	Oct. '69
Do. pref.....	1,919,000	J. & J.	Jul. '69	Hudson River.....	1,180,000	J. & J.	Jul. '69	Richmond and Petersburg.....	847,100	J. & J.	Oct. '69
Atlantic & St. Lawrence.....	2,494,900	J. & J.	Jul. '69	Huntingdon & B'd Top.....	494,380	A. & O.	Oct. '69	Rich., Fred. and Potomac.....	1,041,800	J. & J.	Nov. '67
Augusta and Savannah.....	738,700	J. & J.	Jul. '69	Do. pref.....	190,750	J. & J.	Jun. '68	Rockport.....	88,400	J. & J.	Nov. '67
Baltimore and Ohio.....	16,157,962	A. & O.	Oct. '69	Illinois Central.....	23,415,730	F. & A.	Aug. '69	Rome, Watert. and Og'n'b.....	2,400,000	J. & J.	Jul. '69
Do. Washington Br.....	2,860,000	A. & O.	Oct. '69	Indianapolis, Cin. & Lafay.....	6,138,897	M. & S.	Sep. '67	Rutland preferred.....	100,000	F. & A.	Feb. '69
Baltimore City Passenger.....	970,000	F. & A.	Aug. '69	Jeffersonv., Mad. & Ind.....	2,000,000	J. & J.	Jan. '69	St. L., Alt. and T. Haute.....	2,300,000	J. & J.	Jul. '69
Bay de Noquet & Marq.....	1,250,000	A. & O.	Apr. '69	Joliet and Chicago.....	1,500,000	J. A. & O.	Apr. '69	St. L., Jack'nv. and Chic'o.....	1,460,420	Annual.	June '69
Bellefontaine Line.....	4,420,000	F. & A.	Feb. '68	Joliet & North. Indiana.....	300,000	J. & J.	Jul. '68	Sandusky and Cincinnati.....	2,089,000	M. & N.	May '69
Belvidere Delaware.....	996,250	J. A. & O.	Oct. '69	Lake Shore & Mich. So.....	35,000,000	F. & A.	Aug. '69	Sand., Mansf. and Newark.....	445,596	M. & N.	May '69
Berkshire.....	600,000	J. A. & O.	Oct. '69	Do. guar.....	538,500	F. & A.	Aug. '69	Savannah and Charleston.....	1,000,000	J. & J.	Jan. '69
Blossburg & Corning.....	50,000	J. & J.	Jul. '69	Lackawanna & Bloomsb.....	1,336,000	J. & J.	Jul. '69	Schuykill and Esqueh'a.....	1,299,150	J. & J.	Jan. '69
Boston and Albany.....	13,728,100	J. & J.	Jul. '69	Leeds and Farmington.....	1,288,666	J. & J.	Jan. '69	Second and Third St. (Ph.).....	203,757	J. & J.	Jan. '69
Boston and Chelsea.....	110,000	A. & O.	Oct. '69	Lehigh and Mahanoy.....	8,739,300	M. & N.	May '69	Schuykill Valley.....	576,050	J. & J.	Jan. '69
Boston, Concord & Mont.....	459,400	M. & N.	May '69	Lehigh Valley.....	16,781,400	J. A. & O.	Oct. '69	Seaboard and Roanoke.....	868,200	A. & O.	Oct. '69
Do. do. pref.....	1,340,400	J. & D.	Jun. '69	Lehigh Luzerne.....	344,650	J. & J.	Jan. '69	Second Avenue (N. Y.).....	670,000	A. & O.	Oct. '69
Boston and Lowell.....	1,891,500	J. & J.	Jul. '69	Lexington & Frankfort.....	514,646	J. & J.	Jan. '69	Shamokin V. and Pottav.....	869,450	F. & A.	Feb. '69
Boston and Maine.....	4,076,974	J. & J.	Jul. '69	Little Miami.....	3,572,400	J. & J.	Jun. '69	Shore Line.....	636,200	J. & J.	Jan. '69
Boston and Providence.....	2,300,000	J. & J.	Jul. '69	L. M. & C. and X. (Joint).....	1,804,397	J. & D.	Jun. '69	Sixth Avenue (N. Y.).....	750,000	M. & N.	Nov. '67
Broadway (South Boston).....	400,000	J. A. & O.	Oct. '69	Little Schuylkill.....	2,646,100	J. & J.	Jul. '69	Somerville.....	75,000	M. & N.	May '69
Broadway & 7th Av. (N. Y.).....	2,100,000	F. & A.	Jun. '69	Lomb. and South St. (Ph.).....	90,000	F. M. & N.	Aug. '69	South Carolina.....	5,319,275	J. & J.	Jul. '69
Brooklyn City.....	1,000,000	F. M. & N.	Aug. '69	Long Island.....	3,000,000	F. M. & N.	Aug. '69	South Shore.....	259,686	J. & J.	Jul. '69
Brooklyn City & New'n.....	399,800	M. & N.	May '69	Long Branch & Sea Shore.....	96,104	N. Y. & J.	Nov. '67	South Western, Georgia.....	3,939,900	F. & A.	Aug. '69
Buffalo, Bradford & Pitts.....	1,100,000	F. & A.	Aug. '69	Louisv., Cin. and Lex. pr.....	21,122	J. & J.	Jan. '69	Staten Island.....	660,000	J. & J.	Jul. '69
Buff., New York & Erie.....	960,000	F. & A.	Aug. '69	Louisville and Frankfort.....	1,109,594	J. & J.	Jan. '69	Stony Brook.....	267,800	M. & N.	May '69
Buffalo and Erie.....	5,000,000	F. & A.	Aug. '69	Louisville and Nashville.....	7,969,186	F. & A.	Feb. '69	Stenberville and Indiana.....	1,983,141	J. & J.	Jul. '69
Cambridge Horse (Boston).....	777,300	A. & O.	Oct. '69	Louisv., N. Alb. & Chicago.....	2,800,000	A. & O.	Oct. '69	Stockbridge & Pittsfield.....	448,700	F. & A.	Aug. '69
Camden and Amboy.....	500,000	J. & J.	Jul. '69	Lowell and Lawrence.....	200,000	A. & O.	Oct. '69	Summit Branch.....	50,000	F. & A.	Aug. '69
Camden and Atlantic pref.....	600,000	J. & J.	Jul. '69	Macon and Western.....	2,000,000	June.	Jun. '69	Syr., Bingham. and N. Y.....	1,314,130	J. & J.	Jul. '69
Camden & Burlington Co.....	331,000	J. & D.	Jun. '69	Mahanoy & B'd Mount'n.....	1,676,915	M. & N.	May '69	Taunton Branch.....	250,000	J. & J.	Jul. '69
Cape Cod.....	727,928	J. & J.	Jul. '69	Maine Central.....	1,611,500	M. & N.	May '69	Tennessee and Alabama.....	595,922	J. & J.	Jul. '69
Cape May and Millville.....	441,000	J. & D.	Jun. '69	Manchester & Lawrence.....	1,000,000	M. & N.	May '69	Terre Haute and Indiana.....	1,988,150	J. & J.	Jul. '69
Catawissa.....	1,150,000	M. & N.	May '69	Marietta & Cincinnati.....	3,029,778	M. & S.	Sep. '68	Third Avenue (N. Y.).....	1,750,000	J. & J.	Jul. '69
Catawissa pref.....	2,200,000	J. & J.	Jul. '69	Do. 1st pref.....	813,709	M. & S.	Sep. '68	Thirteenth and Fif. (Ph.).....	50,000	J. & J.	Jul. '69
Cayuga & Susquehanna.....	589,110	M. & N.	May '69	Do. 2d pref.....	4,460,338	M. & S.	Sep. '68	Tol., Peoria and Warsaw.....	2,700,000	J. & J.	Jul. '69
Cedar Rapids & Mo. pref.....	753,000	J. & J.	Jan. '69	Memphis and Charleston.....	6,312,726	M. & S.	Mar. '68	Do. (K. D.) pref.....	1,700,000	J. & J.	Jul. '69
Central of Georgia.....	4,066,900	J. & J.	Jan. '69	Memphis and Ohio.....	670,000	J. & J.	Jul. '69	Do. (W. D.) pref.....	1,300,000	M. & N.	May '69
Central of New Jersey.....	15,000,000	J. & D.	Dec. '68	Metropolitan (Boston).....	1,250,000	J. & J.	Jul. '69	Tol., Wabash and West.....	6,700,000	M. & N.	May '69
Central Ohio.....	2,000,000	J. & D.	Dec. '68	Michigan Central.....	11,197,348	J. & J.	Jul. '69	Troy and Boston.....	607,111	J. & D.	Jun. '69
Do. pref.....	400,000	J. & D.	Dec. '68	Middlesex (Boston).....	400,000	A. & O.	Oct. '69	Troy and Greenbush.....	274,400	J. & D.	Jun. '69
Can. Park, N. & E. River.....	970,000	J. A. & O.	Oct. '69	Mill Creek and Minehill.....	323,375	J. & J.	Jan. '69	Union Transport'n (Bos.).....	200,000	J. & J.	Jul. '69
Chemung.....	830,000	J. & J.	Jul. '69	Millville and Glassboro.....	405,020	F. & A.	Aug. '69	Union (Phila.).....	291,475	J. & J.	Jul. '69
Chesapeake preferred.....	2,017,825	J. & J.	Jul. '69	Milw. & Prairie du Chien.....	1,151,069	J. & J.	Jun. '69	Utica and Black River.....	834,400	J. & J.	Jul. '69
Chicago and Alton.....	1,641,800	M. & S.	Sep. '69	Milw. & St. Paul.....	8,188,272	J. & J.	Jul. '69	Vermont and Canada.....	2,500,000	J. & D.	Jun. '69
Do. pref.....	2,426,400	M. & S.	Sep. '69	Do. pref.....	1,775,600	J. & J.	Jul. '69	Vermont Central.....	5,000,000	J. & J.	Jul. '69
Chicago, Burl. & Quincy.....	13,825,025	J. & J.	Jul. '69	M. Hill & Schuyl. Haven.....	3,762,400	J. & J.	Jul. '69	Vermont and Massachusetts.....	2,800,000	J. & J.	Jul. '69
Chicago, Iowa & Nebraska.....	2,000,000	J. & J.	Jul. '69	Mobile and Ohio.....	1,444,104	J. & D.	Dec. '67	Vicksburg and Meridian.....	357,408	J. & J.	Jul. '69
Chicago and Milwaukee.....	2,237,000	J. & J.	Jul. '69	Montgomery & W. Point.....	3,616,350	J. & J.	Jul. '69	Virginia Central.....	2,353,675	J. & J.	Jul. '69
Chicago & N. Western.....	14,590,162	J. & D.	Jun. '69	Morris and Essex.....	282,350	J. & J.	Jan. '69	Virginia and Tennessee.....	2,506,300	J. & J.	Jul. '69
Do. pref.....	13,159,097	J. & D.	Jun. '69	Mt. Carbon & Pt. Carbon.....	720,000	M. & N.	May '69	Western Union.....	707,693	J. & J.	Jul. '69
Chicago, R. I. & Pacific.....	14,000,000	A. & O.	Oct. '69	Nashua and Lowell.....	2,065,544	F. & A.	Feb. '69	West Jersey.....	804,156	F. & A.	Aug. '69
Cin. Ham. & Dayton.....	3,500,000	J. & J.	Jan. '69	Nashville & Chattanooga.....	1,436,000	F. & A.	Feb. '69	West Philadelphia.....	949,100	J. & J.	Jul. '69
Cincinnati City Passenger.....	100,000	J. & J.	Jan. '69	Naugatuck.....	500,000	J. & J.	Jul. '69	Wilm. and Weldon.....	1,463,775	J. & J.	Jul. '69
Do. Street.....	100,000	J. & J.	Jan. '69	New Bedford & Taunton.....	738,588	J. & J.	Jul. '69	Winchester and Potomac.....	1,547,650	J. & J.	Jul. '69
Citizens' Passenger (Phila.).....	192,750	J. & J.	Jul. '69	New Haven & London.....	1,344,000	J. & J.	Jan. '69	Warren.....	1,522,500	J. & J.	Jul. '69
Clev. Col. Cin. & Ind.....	10,450,000	F. & A.	Jul. '69	New Haven & Northampton.....	1,244,000	J. & J.	Jan. '69	Worcester and Nashua.....	1,522,500	J. & J.	Jul. '69
Cleveland & Mahoning.....	2,056,400	M. & N.	May '69	New Jersey.....	6,250,000	F. & A.	Aug. '69	CANALS.			
Cleveland and Pittsburgh.....	5,958,775	J. A. & O.	Oct. '69	New London Northern.....	895,000	F. & A.	Aug. '69	Chesapeake and Delaware.....	1,818,963	J. & D.	Jun. '69
Cleveland and Toledo.....	5,000,000	F. & A.	Aug. '69	New York Central.....	28,792,000	F. & A.	Aug. '69	Chesapeake and Ohio.....	8,228,595	J. & D.	Jun. '69
Col., Chi. & Indiana Cen.....	11,420,000	J. & J.	Jul. '69	Do. Int. certificate.....	28,792,000	F. & A.	Aug. '69	Delaware Division.....	1,633,350	F. & A.	Aug. '69
Columbus and Xenia.....	1,786,200	J. & J.	Jul. '69	New York & Harlem.....	5,500,000	J. & J.	Jul. '69	Delaware and Hudson.....	10,000,000	F. & A.	Aug. '69
Concord.....	1,500,000	M. & N.	May '69	Do. pref.....	1,500,000	J. & J.	Jul. '69	Delaware and Raritan.....	2,531,300	F. & A.	Aug. '69
Concord & Portl., guar.....	850,000	J. & D.	Jun. '69	New York & New Haven.....	9,000,000	J. & J.	Jul. '69	Erie of Pennsylvania.....	64,000	M. & N.	May '69
Coney Island & Brooklyn.....	300,000	J. & J.	Jul. '69	N. Y., Provid. & Boston.....	2,000,000	J. & J.	Jul. '69	Lehigh Coal and Navigat.....	6,739,800	J. & J.	Jan. '69
Corn. & Passum'n. Rivers.....	139,000	J. & J.	Jul. '69	Ning. Bridge & Cananda.....	1,000,000	J. & J.	Jan. '69	Monongahela Navigation.....	728,100	J. & J.	Jan. '69
Do. do. pref.....	1,824,100	J. & J.	Jul. '69	Ninth Avenue.....	797,400	J. & J.	Jan. '69	Morris (consolidated).....	1,025,000	F. & A.	Feb. '69
Connecticut River.....	1,700,000	J. & J.	Jul. '69	North Carolina.....	4,000,000	F. M. & N.	Aug. '69	Do. (preferred).....	1,175,000	F. & A.	Feb. '69
Cumberland Valley.....	1,318,900	A. & O.	Oct. '69	North Eastern (S. C.) pref.....	155,000	J. & D.	May '69	Schuyl. Navigation (cons.).....	1,808,207	F. & A.	Feb. '69
Danbury and Newwals.....	400,000	J. & J.	Jul. '69	Northern of N. Hampsh.....	3,068,400	J. & D.	June '69	Do. (pref.).....	2,888,805	F. & A.	Feb. '69
Dayton and Michigan.....	2,390,646	J. & J.	Jul. '69	North Pennsylvania.....	3,150,150	J. & J.	Jul. '69	Susq. and Tide Water.....	2,002,746	J. & J.	Jul. '69
Delaware.....	594,260	J. & J.	Jul. '69	Norwich and Worcester.....	2,368,000	J. & J.	Jul. '69	Union.....	2,907,850	J. & J.	Jul. '69
Del., Lackaw. & Western.....	13,386,020	J. & J.	Jul. '69	Ogdensab. & L. Champl'n.....	3,640,900	A. & O.	Oct. '69	W. Branch and Susq.....	1,100,000	J. & J.	Jan. '69
Des Moines Valley.....	1,820,200	J. & J.	Jul. '69	Do. pref.....	1,994,900	J. & J.	Oct. '69	Wyoming Valley.....	800,000	Irregular.	Oct. '67
Detroit & Milwaukee.....	1,047,350	J. & J.	Jul. '69	Ohio and Mississippi.....	20,000,000	J. & D.	Jun. '69	MISCELLANEOUS.			
Do. pref.....	1,500,000	F. M. & N.	Nov. '69	Oil Creek & Allegheny R.....	5,500,000	J. A. & O.	Oct. '69	Pacific Mail Steamsh p.....	20,000,000	M. J. S. & D.	Sep. '69
D. Dock, E. B'dw. & Bat.....	1,200,000	F. M. & N.	Nov. '69	Old Colony & Newport.....	4,259,000	J. & J.	Jul. '69	Union Navigation.....	4,000,000	M. J. S. & D.	Dec. '69
Dubuque and Sioux City.....	1,973,441	Annual.	May '69	Orange and Newark.....	4,848,820	J. A. & O.	Oct. '69	West'n Union Telegraph.....	41,063,000	J. & J.	Jul. '69
Do. do. pref.....	1,987,251	J. & J.	May '69	Oswego and Syracuse.....	251,550	F. & A.	Aug. '69	American Coal.....	25,000,000	M. & S.	May '69
East Mahanoy.....	392,550	J. & J.	Jul. '69	Pacific of Missouri.....	482,400	J. A. & O.	Oct. '69	Ashburton.....	2,500,000	J. & D.	Dec. '69
Eastern (Mass.).....	3,883,300	J. & J.	Jul. '69	Panama.....	3614,511	J. A. & O.	Oct. '69	Butler Coal.....	600,000	J. & D.	Jun. '69
Eastern (N. H.).....	492,500	J. & J.	Jul. '69	Patterson and Ramapo.....	248,500	J. & J.	Jul. '69	Central Coal.....	2,000,000	J. & J.	Jul. '69
East Pennsylvania.....	654,000	J. & J.	Jul. '69	Patterson and Hudson River.....	630,000	J. & J.	Jul. '69	Fulton Coal.....	200,000	J. & J.	Jul. '69
East Tenn. and Georgia.....	1,290,087	J. & J.	Jul. '69	Pennsylvania.....	21,045,750	M. & N.	May '69	Lackawanna Coal.....	200,000	J	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866.....	475,641	433,279	385,991	412,521	464,507	493,243	466,898	508,589	533,150	599,670	474,058	388,573	5,696,119
1867.....	377,852	380,190	489,555	407,018	465,109	383,396	400,650	461,879	483,917	474,134	360,641	6,167,871	
1868.....	404,467	395,251	408,947	388,684	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1866.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1867.....	154,418	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,770,484
1868.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	367,956	307,919	236,824	3,840,992
1869.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	380,223	323,030	271,247	3,695,153
1870.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1871.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1872.....	339,762	304,828	393,948	331,149	345,550	391,685	353,736	501,667	501,250	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1866.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,090	196,435	201,134	1,959,267
1867.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1868.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1869.....	241,395	183,385	257,230	209,099	277,506	306,093	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1870.....	292,047	224,621	272,454	268,369	297,625	276,081	297,513	444,024	566,403	599,549	422,275	377,053	4,358,014
1871.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	508,380	558,387	591,209	424,589	433,435	4,797,464
1872.....	351,767	319,441	645,789	362,900	419,100	508,000	440,300	490,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1866.....	273,876	317,839	390,355	421,363	466,880	565,145	480,710	519,306	608,005	729,750	716,378	563,400	6,114,566
1867.....	541,005	482,164	499,296	468,358	535,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1868.....	523,566	399,917	523,745	537,519	658,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,420
1869.....	696,147	674,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,641,057	1,211,530	879,900	11,632,737
1870.....	724,890	802,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,670,067	1,107,084	1,001,987	13,384,731
1871.....	892,092	830,286	1,142,166	1,112,190	1,268,444	1,256,284	1,167,156	1,032,814	1,321,139	.....	.....	.....	.....
Erie:													
1866.....	1,135,745	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,404	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867.....	906,759	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,294
1868.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,089,605	.....	.....	.....	.....	.....	.....
Illinois Central:													
1866.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1867.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1868.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1869.....	571,536	528,972	616,665	516,008	490,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1870.....	603,053	505,266	505,465	411,005	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,646,741
1871.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,190,992
1872.....	587,443	584,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,632
1873.....	681,666	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	.....	.....	.....	.....
Marquette and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	79,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1866.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1867.....	256,600	330,651	338,454	306,561	267,126	315,258	278,891	358,802	402,219	407,107	448,934	411,806	4,120,162
1868.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1869.....	312,846	277,234	412,715	413,970	418,024	384,684	338,558	384,401	429,177	496,655	429,546	352,218	4,650,328
1870.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1871.....	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,113
1872.....	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1866.....	230,150	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1867.....	242,073	245,858	236,432	236,453	206,221	193,328	215,449	308,168	375,488	393,794	306,186	316,065	3,165,065
1868.....	252,435	278,848	348,902	338,276	271,553	265,780	268,244	346,781	408,445	410,802	405,510	376,470	3,976,946
1869.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1870.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	412,604	308,069	4,280,115
1871.....	304,095	283,661	375,210	392,783	333,952	284,977	313,021	398,993	464,778	506,296	414,934	330,373	4,371,073
1872.....	343,316	304,315	326,880	415,758	369,238	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1873.....	384,120	320,636	386,527	411,814	403,646	366,623	329,560	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1866.....	319,763	240,755	261,143	316,266	401,900	360,356	395,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1867.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,890	6,517,646
1868.....	454,130	330,223	420,774	460,287	630,844	678,800	589,341	525,363	724,514	.....	.....	.....	.....
New York Central:													
1866.....	957,569	613,381	955,959	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1867.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,185,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1868.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1866.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1867.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,558	284,319	3,793,005
1868.....	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1869.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1870.....	211,973	231,551	265,905	252,140	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1871.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	.....	.....	.....	.....
Philadelphia and Reading:													
1866.....	192,216	217,161	244,423	258,674	283,906	254,285	358,725	41					

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	
National Securities Oct. 1, 1869.												
Loan of June 14, 1858.....registered coupon	20,000,000	5	Jan. & July.	1874	118 1/2	Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115	
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	"	1874	114 1/2	—Troy and Greenfield Loan, stg.	3,506,580	5	"	'88-'90	104
Loans of Feb. 8, July 1, Aug. 3, '61 registered coupon	282,732,600	5	"	"	1871	124	—Eastern R. R. Loan.....dollar	1,166,500	5	"	'90-'94	104
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	"	"	1881	119 1/2	—Nor. & Wore. R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	1877
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,600	5	July.	1881	119 1/2	—B. H. & Erie R. R. Loan, stg.	290,400	5	"	"	1900	1870
Loan of March 3, 1864 (5-20s).....registered	3,882,500	5	May & Nov.	1882	115 1/2	—State Scrip (var.).....	171,000	5	Various.	"	1872	1872
Loan of June 30, 1864 (5-20s).....coupon	125,561,300	5	"	"	1882	120 1/2	—Union Fund Loan of 1861.....	125,000	5	April & Oct.	"	1873
Loan of March 3, 1865 (5-20s).....registered	208,327,250	5	"	"	1884	119 1/2	—Back Bay Loan of 1862-'63.....	244,000	5	Various.	"	1874
2d series (5-20s).....registered	332,908,950	5	Jan. & July.	1886	117 1/2	—Bounty Fund Loan of 1863.....	182,000	5	June & Dec.	'70-'72	1877	
3d series (5-20s).....registered	379,688,950	5	"	"	1887	117 1/2	—War Fund 5-20 Loan.....	50,000	5	Jan. & July.	1871	1871
4th series (5-20s).....registered	42,539,350	5	"	"	1887	117 1/2	—Three Years' Loan.....	650,000	5	"	'72-'73	121 1/2
Loan of March 3, 1864 (10-40s).....registered	194,567,300	5	Mar. & Sept.	1888	117 1/2	—Michigan—Sault Canal Bonds.....	1,430,000	5	"	"	'74-'75	122
Union Pacific R. R. Bonds.....(currency)	61,180,320	5	Jan. & July.	'85-'99	107 1/2	—Renewal Loan.....	600,000	5	"	"	'76-'77	1876
Certificates of Mar. 2, 1867, and July 2, 1868.....	50,545,000	5	"	Dem.	107 1/2	—Back Bay Loan of 1862-'63.....	220,000	5	May & Nov.	'77-'78	1880	
Navy Pension Fund of July 23, 1868.....	14,000,000	5	"	Due.	107 1/2	—Bounty Fund Loan of 1863.....	200,000	5	Jan. & July.	1883	1883	
Loans of 1842, 1847 and 1848.....	78,850	5	"	Due.	107 1/2	—War Loan.....	4,000,744	5	May & Nov.	1884	1884	
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	"	Due.	107 1/2	—Consols. (interest).....	4,379,500	5	"	1884	1884	
Treasury Notes prior to 1857.....	105,615	7 1/2	"	Due.	107 1/2	—Railroad Loans.....	888,000	5	Jan. & July.	1885	1885	
Treasury Notes of 1857, '61 and '63.....	511,452	7 1/2	"	Due.	107 1/2	—S. W. Pacific, guar.....	3,505,000	5	Mar. & Sept.	1886	1886	
Treasury Notes (7-30s).....	951,000	var	"	Due.	107 1/2	—Han. and St. Jo. R. R. Loan.....	919,324	5	Var.	3 yrs.	1887	
Certificates of Indebtedness.....	12,000	6	"	Due.	107 1/2	Nebraska—(No Account).....	86,000	5	Jan. & July.	1879	1879	
Compound Interest Notes of 1863 and 1864.....	2,640,770	var	"	Due.	107 1/2	Nevada—(No Account).....	200,000	5	"	"	1878	
Temporary Loan of June 30, 1864.....	183,010	var	"	Dem.	107 1/2	New Hampshire—War Loan of July 1, 1861.....	1,728,000	5	"	"	'73-'88	93
U. S. Notes (greenbacks).....	356,114,443	var	"	"		—Renewal Loan.....	896,000	7	"	"	1886	1886
Fractional Currency.....	38,001,298	"	"	"		—of Sept. 1, 1864.....	463,000	7	May & Nov.	1890	1890	
State Securities, latest dates.												
Alabama—State Bonds.....	168,000	5	May & Nov.	1872	64	—of Oct. 1, 1865.....	2,275,000	7	Jan. & July.	1883	1883	
—(extended).....	2,414,800	5	"	'83-'85		—of July 1, 1866.....	7,000,000	6	Jan. & July.	'41-'71	101	
—(sterling).....	770,500	5	Jan. & July.	'70-'86		—of 1863 (free).....	453,000	6	"	1887	1887	
—(" extended).....	732,800	5	"	1886		—of 1864.....	2,830,000	6	"	'82-'84	87 1/2	
—(new).....	660,200	8	"	'94-'95	92 1/2	—of 1865.....	13,734,000	6	"	'81-'87	88 1/2	
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861		—of 1866.....	1,589,000	6	"	'81-'85	88 1/2	
—(State Bank).....	440,000	6	Jan. & July.	1868		New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'69-'78	98 1/2	
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	123	—Renewal Loan.....	600,000	6	Mar. & Sept.	'84-'89	99 1/2	
—1869.....	177,500	7	Jan. & July.	1880		—of Oct. 1, 1865.....	1,267,000	6	April & Oct.	'89-'90	99 1/2	
—Soldiers' Relief Bonds.....	470,500	7	"	'83-'85		—of July 1, 1866.....	500,000	8	Jan. & July.	1869	1869	
Bounty Bonds.....	982,000	7	"	'83-'85		New Jersey—War Loan of 1861 (free).....	1,589,800	5	Jan. & July.	'69-'84	108 1/2	
Connecticut—War Bonds, My '61, (10 or 20yr).....		6	Jan. & July.	'71-'81	98	—of 1863 (free).....	1,002,900	6	"	'86-'96	107 1/2	
—Oct. '61, (10 or 20yr).....		6	"	'72-'82		—of 1864.....	593,409	6	"	'97-'02		
—Nov. 1863.....	7,513,692	6	"	1883	99 1/2	New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	1870	
—My '64, (10 or 20yr).....		6	April & Oct.	'74-'78		—Canal Stocks.....	800,000	6	"	1878	1878	
—May 1, 1865, (free).....		6	"	1885		—of 1863.....	1,189,781	6	"	pleas.	1875	
—(various) registered	867,500	6	Various.	1885		—of 1864.....	900,009	5	"	1875	1875	
Florida—State Bonds.....	500,000	7	Jan. & July.	1870	92	—Canal Stocks.....	348,107	5	"	pleas.	1875	
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92	—of 1865.....	2,607,300	6	J. A. J. & O.	1872	1872	
—(sterling).....	176,000	7	May & Oct.	1870	92	—of 1866.....	5,728,800	6	"	1873	1873	
—(Act March 12, 1866).....	3,164,500	7	Jan. & July.	1886		—of 1867.....	2,250,000	6	"	1874	1874	
—(W. & A. R. R.).....	1,519,000	6	"	'68-'74	84 1/2	—of 1868.....	500,000	6	"	1875	1875	
—(" ").....	75,000	6	May & Oct.	1874		—of 1869.....	900,000	6	"	1877	1877	
—(Atl. & Gulf R. R.).....	734,000	6	Feb. & Aug.	'78-'80		—Bounty Stock.....	2,085,800	5	Jan. & July.	1877	1877	
—(sterling).....	72,000	5	Mar. & Sept.	1869		—Bonds.....	3,757,000	7	"	1877	1877	
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870		North Carolina—State Bonds (old).....	8,511,000	5	J. & J. O. A. & O.	'69-'91	47	
—Interest Bonds.....	996,649	6	"	1877	100 1/2	—(new).....	3,059,045	6	"	'92-'98	39 1/2	
—Liquidation Bonds.....	193,400	6	"	1865		—(Chatham R. R.).....	3,200,000	6	Jan. & July.	1900	1900	
—Refunded Stock.....	985,900	6	"	'69-'77		—(funding).....	2,439,900	6	Jan. & July.	1893	1893	
—Thornton Loan Bonds.....	104,000	6	"	1869		Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	1870	
—War Loan Bonds.....	543,200	6	"	1879	101	—".....	1,600,000	6	"	1875	1875	
—Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870		—".....	4,066,309	6	"	1881	1881	
—registered	535,507	6	"	1870		—".....	2,400,000	6	"	1886	1886	
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97 1/2	—Union Loan (Columbus).....	400,000	6	May & Nov.	1871	1871	
—War Loan Bonds.....	210,000	6	May & Nov.	1868		Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	1884	
Iowa—State Bonds of 1868.....	200,000	7	Jan. & July.	1868		—Relief Bonds.....	82,142	7	"	1874	1874	
—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881		Pennsylvania—State Stocks.....	2,797,910	5	Various.	Due.	Due.	
Kansas—War Bonds, 1861-'67.....	750,000	6	July.	'83-'84		—Coupon Loans.....	1,642,128	5	Jan. & July.	1870	1870	
—Territorial Debt Bonds.....	100,000	6	April & Oct.	'71-'72	100	—Inclined Plane Loan.....	4,724,000	5	Various.	'72-'82	92 1/2	
Kentucky—State Bonds.....	1,421,000	5	May & Nov.	1879		—Redemption Loan of 1867.....	112,000	4 1/2	Jan. & July.	1882	1882	
—Military Bonds.....	339,000	5	April & Oct.	'69-'73	94	—".....	400,000	6	April & Oct.	1879	1879	
Louisiana—State Bonds (Schools, &c.).....	160,000	6	Various.	'80-'93	94	—".....	4,907,150	6	Feb. & Aug.	1872	1872	
—(Railroads).....	635,000	6	Jan. & July.	1893		—".....	7,909,600	6	"	1877	1877	
—(Charity Hospital).....	86,000	6	Various.	'69-'96	60	—".....	9,273,050	6	"	1882	1882	
—(Levees).....	1,000,000	6	Various.	1872		—Military Loan.....	910,200	5	"	'72-'87	100 1/2	
—(" 1867).....	2,414,000	6	Various.	1907	63 1/2	Rhode Island—War Loan of 1861.....	2,820,750	6	April & Oct.	1871	1871	
—(" 1868).....	3,000,000	8	May & Nov.	1908	84	—of 1862.....	30,500	6	Mar. & Sept.	1882	1882	
Maine—Civil Loans.....	494,800	6	Various.	'86-'88		—of 1863.....	1,167,000	6	April & Oct.	1883	1883	
—War Loan of 1861.....	250,000	6	Mar. & Sept.	'69-'74		—of 1864.....	214,000	6	Jan. & July.	1893	1893	
—" 1863.....	171,000	6	Various.	'75-'78	98 1/2	South Carolina—Fire Loan, 1839.....	881,000	5	Feb. & Aug.	1894	1894	
—" 1864.....	800,000	6	"	1871	98 1/2	—State House Loans.....	314,454	5	J. A. J. & O.	1870	1870	
—Bounty Loan of 1863.....	2,832,500	6	June & Dec.	1883		—Blue Ridge R. R.....	484,445	5	"	1868	1868	
Maryland—Sterling Bonds of 1838.....	802,000	5	Feb. & Aug.	1889	98 1/2	—Funding Bonds.....	2,386,000	6	Jan. & July.	'71-'90	100	
—converted.....	1,214,580	5	J. A. J. & O.	'89-'90		Tennessee—State Bonds.....	1,398,640	5	April & Oct.	Var.	Var.	
—Currency Bonds of 1837.....	269,000	3	"	'89-'90		—".....	289,160	5 1/2	"	"	1870	68
—" 1834-'35.....	1,438,428	5	"	1880	96	—Railroad Loans.....	1,706,000	5 1/2	"	"	1870	68
—" 1838-'39.....	825,008	5	"	'70-'85	94	—Railroad Endorsements.....	26,908,000	6	Jan. & July.	long.	61 1/2	
—" 1838-'39.....	46,232	5	"	'89-'90		—Funding Bonds.....	2,172,000	6	"	"	64 1/2	64 1/2
—Defense Loan of 1864-'68.....	2,040,100	6	"	1880		Texas—No legal debt.....	4,677,950	98 1/2	"	"	64 1/2	64 1/2
—Perla Relief Loan of 1867.....	100,000	6	"	1883	101 1/2	Vermont—State Bonds.....			June & Dec.	'71-'78	100	
				1873		—Certificates.....	1,026,000	6	"	"	'71-'78	100
						Virginia—State Stock.....	201,000	6	Jan. & July.	long.	45 1/2	
						—Bonds.....	20,653,962	6	"	"	1870	55
						—" stg.....	10,963,000	6	"	"	'80-'90	Var.
						—Funding Bonds.....	2,331,500	5	"	"	1870	55
						—Guaranteed Bonds.....	2,880,801	5	"	"	'80-'90	Var.
						West Virginia—No Debt.....	3,446,000	6	"	"	Var.	Var.
						Wisconsin—War Loan Bonds.....	1,735,380	6	Jan. & July.	'77-'88	100	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1886	90	Cedar Rapids and Missouri River:						
Allegheny Valley:							1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	87
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1906	....	Central Branch Union Pacific:						
2d Mortgage (floating funded)		7	"	"	18—	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
Androscoggin:							2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'96-'99	....
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of Georgia:						
Atlantic and Great Western:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	96
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	....	Central of New Jersey:						
1st Mortgage (Pennsylvania).....		7*	"	"	1877	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	97
1st Mortgage (Ohio).....		7	"	New York.	1876	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	99
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	97
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....	Central Ohio:						
2d Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	78 1/2
1st Mortgage (New York).....		7	April & Oct.	New York.	1881	....	Central Pacific of California:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	1st Mortgage (on 725 m.) free.....	22,789,000	6*	Jan. & July.	New York.	1895	93
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111 1/2
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Convertible bonds.....	1,500,000	7*	"	"	1883	108 1/2
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	National Loan.....	22,789,000	6	"	"	1895	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar. by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage Consolidated.....	2,000,000	7	"	New York.	1898	....	Charlotte and South Carolina:						
Atlantic and St. Lawrence:							1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'69-'70	....	Cheraw and Darlington:						
2d Mortgage.....	1,614,500	6*	April & Oct.	Portland.	1866	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chesapeake and Ohio (Va. Cent.):						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage for \$10,000,000.....		8	Jan. & July.	New York.	1896	....
Baltimore and Ohio:							Cheshire:						
Loan of 1834.....	753,931	6*	J. A. J. & O.	Baltimore.	1867	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	80 1/2
Loan of 1855.....	863,250	6	Jan. & July.	"	1876	93	Chester Valley:						
Loan of 1850.....	579,500	6	"	"	1880	92	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	92	Chicago and Alton:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	101 1/2
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	88
Bay de Noquet and Marquette:							Chicago, Burlington and Quincy:						
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	107 1/2
Bellefontaine:							Trust Mortgage (guar. by S. Car.)..	150,000	8	"	"	1883	....
1st Mortgage (B. and Ind. R.R.)..	791,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage, convertible.....	941,000	4 1/2	July.	Frankfort.	1890	....
2d Mortgage.....	16,000	7	"	"	1870	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Bellefonte and Snow Shoe:							Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Bavard Delaware:							Chicago and Great Eastern:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	87 1/2	Construction.....	400,000	7	April & Oct.	New York.	1895	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80	Income.....	300,000	7	"	"	1895	....
2d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78	Chicago, Danville and Vincennes:						
Blue Ridge, S. Car.:							1st Mortgage S. F.....	2,500,000	7	April & Oct.	New York.	1909	95
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	"	New York.	1881	....
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee (45 m.)le:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.) ..	397,000	7	May & Nov.	New York.	1874	....
Boston, Clinton and Fitchburg.							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	92 1/2
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90 1/2
1st Mort. (Conc. to War. 71 m.)..	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	General 1st Mortgage.....	3,584,500	7	Feb. & Aug.	"	1885	88 1/2
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90 1/2	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	88 1/2
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000		7	Jan. & July.	"	1899	60 1/2	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1915	91
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1879	95	1st Mortgage (Peninsula R.R.)..	1,010,000	7	March & Sept.	"	1898	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chi. & Mil. R. W. 85 m.)	1,098,000	7	Jan. & July.	"	1898	87
1st Mortgage.....	589,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1889	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mort. (C., R. I. & P. R. R.)	7,375,000	7	"	"	1890	94 1/2
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	390,000	7	May & Nov.	"	1872	83 1/2	New Mortgage.....	254,000	7	"	"	1887	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	82	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1883	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
3d Convertible bonds.....	958,545	8	"	"	1880	97 1/2	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....
California Pacific:							Cincinnati and Martineville:						
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Camden and Amboy:							Cincinnati, Richmond & Chicago:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....	1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....
Sterling Loan, skg fund £369,200	1,844,000	6*	March & Sept.	"	1894	....	Cincinnati and Zanesville:						
Loan for \$800,000.....	323,220	6	April & Oct.	New York.	1870	97 1/2	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....
Loan for \$875,000.....	675,000	6	"	"	1875	91	Cleveland, Columbus and Cine.:						
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	83 1/2	1st Mortgage.....	425,000	7	June & Dec.	New York.	'68-'90	....
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1889	82	Cleveland and Mahoning:						
Consol. Mortgage for \$5,000,000	4,665,940	6	June & Dec.	"	1889	96	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	....
Camden and Atlantic:							3d Mortgage.....	587,000	8	March & Sept.	"	1876	....
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873	....	Hubbard Branch, 1st Mortgage.	147,500	8	Jan. & July.	"	1881	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Cleveland and Pittsburg:						
Camden and Burlington County:							2d Mortgage (or 1st Extension)...	1,130,000	6	March & Sept.	New York.	1873	100
1st Mortgage of 1867 for \$350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	89	3d Mortgage (or 2d Extension)...	1,587,000	7	May & Nov.	"	1875	90
Cape Cod Central:							4th Mortgage (or 3d Extension)...	1,108,459	7	Jan. & July.	"	1892	73
1st Mortgage.....	125,000	6	Jan. & July.	Boston.	'69-'73	....	Consol. S. F. Mort. (\$5,000,000)...	376,000	7	May & Nov.	"	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage.....	1,000,000	7	"	"	1880		2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	92	3d Mortgage.....	6,000,000	7	"	"	1883	84½
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	80
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	928,500	7	June & Dec.	"	1888	78½
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	"	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	1
1st Mortgage S. F. (Clev. & Tol.)..	2,016,000	7	Jan. & July.	"	1885	90½	Starting Loan £300,000.....	4,544,444	6½	March & Sept.	London.	1875	
2d Mortgage (Clev. & Tol.).....	1,000,000	7	April & Oct.	"	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	"	1893	
Consol. 1st Mortgage sfg fund.....	15,000,000	7	April & Oct.	New York.	1908	77½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	74	1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869	
Income Bonds.....	1,243,000	7	"	"	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	"	1881	
Columbus and Hooking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	282,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	"	Providence.	18—	
Consol. 2d Mortgage sfg fund.....	5,000,000	7	Feb. & Aug.	"	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	"	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage.....	1,520,500	7	"	New York.	18—	
Connecticut and Passumpsic Riv.:							Galena & Chic. Union (U.N. & W.):						
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87½	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	99
Notes of '86 and '87, free.....	296,000	7	"	"	76-77		2d Mortgage.....	1,029,000	7	May & Nov.	"	1875	95
Connecticut River:							Grand Rapids and Indiana:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
Connecting:							Grand River Valley:						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	1st Mortgage, guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	
Cumberland and Pennsylvania:							Grand Trunk (Can.):						
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		1st Preference Bonds.....	12,573,661	5½	Jan. & July.	London.	18—	
2d Mortgage sinking fund.....	799,000	6	May & Nov.	"	1885		2d Preference Bonds.....	7,355,986	5½	"	"	18—	
Cumberland Valley:							3d Preference Stock.....	4,414,094	4½	"	"	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		4th Preference Stock.....	25,592,860	4½	"	"	18—	
2d Mortgage.....	109,500	8	"	"	1904		Equipment Bonds.....	2,433,333	6½	April & Oct.	"	18—	
Danbury and Norwalk:							Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		Great Western of Canada:						
Danv., Urbana, Blooming & Pekin:							Government Loan £573,888.....	2,782,387	6½	"	Ottawa.	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Mortgage Bonds £615,200.....	2,983,720	6½	"	London.	73-76	
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	5½	"	"	77-78	
1st Mortgage sinking fund.....	2,608,000	7	Jan. & July.	New York.	1881		Stock Debentures £46,700.....	228,500	5½	"	"	irred.	
2d Mortgage.....	642,000	7	March & Sept.	"	1884		Great Western of Illinois:						
Toledo Depot Mortgage.....	169,500	7	"	"	81-94		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Dayton and Union:							1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		1st Mortgage (General).....	1,455,000	7	"	"	1888	84
2d Mortgage.....	135,000	7	June & Dec.	"	1879		2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	82
Income Bonds.....	252,446	6	"	"	1879		Greenville and Columbia:						
Dayton and Western:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	Jan. & July.	"	1905		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	
Delaware:							Convertible bonds.....	800,000	7	Jan. & July.	"	1883	102
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	89½	Eight per cent. Loan.....	860,000	8	"	"	18—	
Guaranteed Bonds.....	100,000	6	"	"	1875		Ten per cent. Loan.....	1,000,000	10	"	"	1872	
State Loan.....	170,000	6	"	"	1876		1st Mort. (Quincy and Palmyra).....	500,000	10	"	"	1869	
Extension Mortgage.....	100,000	6	"	"	1880		1st Mort. (Kan. City & Cameron).....	1,200,000	10	"	"	18—	
Delaware, Lackawanna & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	"	1875	97	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	"	1881	90	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Des Moines Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	
Income Bonds.....	462,000	7	Jan. & July.	"	1884		1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	"	Hartford.	1876	
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
2d Mortgage.....	1,000,000	8	"	"	1875		Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875		1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875		2d Mortgage.....	100,000	7	"	"	1885	
Bonds of June 30, 1866, (cond.)..	1,611,639	6	"	"	1886		Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							1st Mortgage (L.G.) sinking fund.....	2,600,000	7½	Jan. & July.	New York.	1891	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Hudson River:						
Detroit and Pontiac (Det. & Mil.):							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	99
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	102
1st Mortgage.....	150,000	7	April & Oct.	"	1878		3d Mortgage.....	183,000	7	May & Nov.	"	1875	100
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		Huntington and Broad Top Mt.:						
Dubuque and Sioux City:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	83
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
1st Mortgage (construction).....	690,000	7	"	"	1894		Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	33
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		Illinois Central:						
Dubuque Southwestern:							Construction.....	3,955,000	7	April & Oct.	New York.	1875	119
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		Construction.....	437,500	6	"	"	1875	
2d Mortgage, ordinary.....	450,000	7	"	"	1895		Redemption.....	2,560,500	6	"	"	1890	
East Brandywine & Waynesburg:							Redemption, sterling.....	2,424,500	6½	"	London.	1875	
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Illinois and Southern Iowa:						
East Pennsylvania:							1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1883		Indianapolis, Cin. and Lafayette:						
East Tennessee and Georgia:							1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	"	1888	
Tennessee Loan (1866).....	430,277	6	"	"	1893		Indianapolis, Crawfordsv. & Danv.:						
Mortgage (old).....	640,000	6	"	"	1880		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Mortgage (new).....	136,400	7	"	"	1880		Indianapolis and Madison:						
East Tennessee and Virginia:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Iowa River:						
Tennessee Loan (1866).....	600,000	6	"	"	1898		1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	6	"	"	18—		Jackson, Lansing and Saginaw:						
Eastern:							1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
2d Mortgage, (convert. sterling).....	430,000	5½	Jan. & July.	London.	1872		Jeffersonville, Madison & Indian.:						
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	95½	1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	"	1876		Joliet and Chicago:						
Bonds of 1868.....	800,000	6	March & Sept.	"	1889	90	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
Edgetfield and Kentucky:							Joliet and Northern Indiana:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	
Elmira and Williamsport:							Junction, Philadelphia:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1890	83	1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	
Income Bonds.....	570,000	5	April & Oct.	"	1872	68							
European and North American:													
1st Mortgage (Bangor to Winn.).....	1,000,000	6½	Jan. & July.	London.	1886								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mobile and Montgomery:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873		1st Mortgage	\$1,200,000	8	May & Nov.	New York.	1888	
2d Mortgage (do.)	794,000	7	— & —	"	1883		Mobile and Ohio:						
3d Mortgage (do.)	237,000	7	— & —	"	1885		1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882	
Kookuk and St. Paul:							1st Mortgage, Sterling	1,669,800	6	Jan. & July.	Mobile.	1882	52
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94	Tennessee Loans	388,900	8	May & Nov.	New York.	1891	
Knoxville and Charleston:							Income of '01, '02, '05 and '07	556,421	8	"	Mobile.	1887	19
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893		Liquidation (10 year) bonds	697,900	8	"	New York.	1876	
Knoxville and Kentucky:							Interest bonds				Mobile.	1882	38
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890		Montgomery and Bufala:						
Tenn. State Loan (new)	800,000	6	"	"	1893		1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1896	
Lackawanna and Bloomsburg:							Montgomery and West Point:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875		Income Bonds	100,000	8	Jan. & July.	New York.	1871	
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885		Income Bonds	306,900	8	"	"	1876	
2d Mortgage	500,000	7	April & Oct.	"	1880		Mortgage Bonds	719,500	8	"	"	1881	82
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890		Morris and Essex:						
Lake Erie and Louisville:							1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893		2d Mortgage	3,000,000	7	Feb. & Aug.	"	1891	91
Lawrence:							Nashville and Chattanooga:						
1st Mortgage	380,000	7	"	Pittsburg.	1886		Tenn. State Loan	1,569,000	6	Jan. & July.	New York.	1890	
Lehigh and Lackawanna:							Tenn. Coupons Funded	150,000	6	"	"	1892	
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87	Nashville and Decatur:	426,270	6	"	"	1892	
Lehigh Valley:							Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	1900-92	
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95	Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95	2d Mortgage	500,000	6	"	New York.	1887	
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878		Nashville and Northwestern:						
Little Miami:							Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	1888-94	
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883		2d Mortgage	792,050	6	"	"	1881-83	
Cincinnati Loan	100,000	6	"	Cincinnati.	1880		Naugatuck:						
Little Schuylkill:							1st Mortgage, Convertible	186,000	7	Jan. & July.	Bridgeport.	1876	
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99	Newark and New York:						
Long Island:							1st Mortgage	600,000	7	Jan. & July.	New York.	18—	
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95	Newburg & New York (Oct. 1, '68)						
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890		1st Mortgage	250,000	7	Jan. & July.	New York.	18—	
Glen Cove Branch	150,000	6	May & Nov.	"	1893		New Bedford and Taunton:						
Louisville, Cin. and Lexington:							1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	
1st Mortgage for \$3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85	New Brunswick and Canada:						
Louisville and Frankfort:							1st Mortgage, Sterling \$220,000	1,100,000	6*	May & Nov.	London.	1867	
1st Mortgage	88,000	6	Jan. & July.	New York.	1870-78		Newcastle and Beaver Valley:						
Louisville Loan	100,000	6	"	"	1881		1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882	
Louisville and Nashville:							2d Mortgage for \$100,000	29,500	7	March & Sept.	"	1877	
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	1890-77	98	New Haven and Darby:						
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	"	1870-75	96	1st Mortgage	300,000	7	May & Nov.	New York.	1888	
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870		New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	1880-85	92	1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	1886-87		1st Mort. (Hamp. & Hampd.)	200,000	6	April & Oct.	"	1874	
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886		New Jersey:						
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893		Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	1875-87	93
Consolid. 1st mort. for \$3,000,000		7	"	"	1898	90	New London Northern:						
Louisville, N. Albany & Oswego:							1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	1892		1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	
Macon and Brunswick:							New Mortgage	230,000	7	April & Oct.	New York.	1888	
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881		N. Orleans, Jackson & Gt. North.						
Mahanoy and Broad Mountain:							1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884		2d Mortgage for \$1,500,000	1,167,000	8	April & Oct.	"	1890	70
Maine Central:							N. Orleans, Opelousas & Gt. Wm.						
\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	1900-91		1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
\$400,000 Loan	307,700	6	June & Dec.	"	1900-71		2d Mort. (F.) for \$1,000,000 (80m.)		8	Jan. & July.	"	1887	
Bangor City Loan	621,000	6	April & Oct.	"	1874		Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	90
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870		Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876	100
Marietta and Cincinnati:							Bonds for R. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	86	Bonds for railroad stocks	592,000	6	"	"	1883	87
1st Mortgage, Sterling	1,050,000	7*	"	London.	1891		Bonds for real estate	162,000	6	"	"	1883	88
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	70	Bonds and mortgages	68,215	7	various	"	var.	
Scioto and Hocking Valley	300,000	7	"	"	1896		Convertible bonds	210,000	7	Feb. & Aug.	"	1876	120
Memphis and Charleston:							Renewal bonds of 1868	2,900,000	6	June & Dec.	"	1887	90
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890		New York and Flushing:						
1st Mortgage, Convertible	1,293,000	7	May & Nov.	"	1880	85	1st Mortgage	125,000	7	— & —	New York.	18—	
2d Mortgage	1,000,000	7	Jan. & July.	"	1885		New York and Harlem:						
Memphis and Little Rock:							1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	90
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890		Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1893	
Mortgage (road and land)	1,300,000	8	May & Nov.	"	1890		New York and New Haven:						
Ark. State Loan	900,000	7	Jan. & July.	"	1897		1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
Michigan Central:							New York, Providence & Boston:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872		1st Mortgage	250,000	6	Feb. & Aug.	New York.	1873-78	
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869		Extension Bonds	250,000	6	May & Nov.	"	1883	
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882		1st Mortgage	110,500	7	Jan. & July.	New York.	1875	72
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	121	2d Mortgage	303,000	8	"	"	1875	80
Michigan Southern & North. Ind.							2d Mortgage for \$300,000	43,000	8	"	Norfolk.	1872	
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98	North Eastern:						
2d Mortgage	2,693,000	7	"	"	1877	92	1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1870	93	2d Mortgage for \$300,000	145,000	7	"	"	1869	
Mifflin and Centre County:							North Missouri:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1886		1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83
Milwaukee & Chicago, (40 miles):							2d Mortgage of 1869	4,000,000	7	April & Oct.	"	1888	
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874		North Pennsylvania:						
2d Mortgage, (C. & N. W. R. W.)	10,500	7	June & Dec.	"	1898		1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Milwaukee and St. Paul:							Chattel Mortgage	380,000	10	April & Oct.	"	1887	106
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	88	2d Mortgage	276,500	7	— & —	"	18—	80
2d Mortgage	1,390,000	7	April & Oct.	"	1884	85	North Shore, L. I.:						
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	"	1896	100	1st Mortgage	110,200	7	Jan. & July.	New York.	1887	
2d Mortgage (P. du C.)	736,000	7.3	"	"	1898	89	Northern Central:						
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	85	1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	1885	87
Mineral Point:							2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87
1st Mortgage	320	10	— & —	New York.	1887		3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83
Mississippi Central:							Consol. Mort. for \$6,000,000	952,000	6*	Jan. & July.	"	1900	
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72	Northern New Hampshire:						
2d Mortgage	1,997,000	8	Feb. & Aug.	"	1876	40	Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	
Tenn. State Loan	1,278,980	6	Jan. & July.	"	1892		Northern New Jersey:						
Mississippi and Tennessee:							1st Mortgage	400,000	7	Jan. & July.	New York.	18—	
1st Mortgage	600,000	7	April & Oct.	New York.	1876		North Western Virginia:						
2d Mortgage for \$1,300,000	989,000	8	Jan. & July.	"	1890		2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	95
Tennessee State Loan	417,900	6	"	"	1892		3d Mortgage (B. & O. R. R. Co.)	165,000	6	"	"	1886	70
Mobile and Girard:													
1st Mortgage Bonds	417,500	7	Jan. & July.	New York.	1877								

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1887		1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	
New Loan for \$800,000.....		8		"	1887		Consolidated Bonds.....	300,000	6	"	"	1886	
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund.....	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	99
Construction bonds.....	124,500	7		"	1877		1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"	1912
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"	1912
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"	1912
1st Mort. conv. into pref. stock.....	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"	1912
Equipment Bonds.....	300,000	8		"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"	1912
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"	1912
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"	1912
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"	1912
2d Mortgage, W. Div.....	656,000	7	"	"	1874		2d Mortgage (Series J).....	860,000	7	April & Oct.	"	"	1912
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series K).....	860,000	7	May & Nov.	"	"	1912
Consolidated Mort. for \$6,000,000.....	1,652,000	7	Jan. & July.	"	1898		2d Mortgage (Series L).....	860,000	7	June & Dec.	"	"	1912
Consolidated Mort. sterling.....	85,420			London.	1898	83	2d Mortgage (Series M).....	860,000	7	April & Oct.	"	"	1912
Oil Creek and Allegheny River:							3d Mortgage.....	2,000,000	7	May & Nov.	"	"	1876
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897		Bridge (O. & P. R. R.) bonds.....	153,000	7				
Old Colony and Newport:							Placerville and Sacramento:						
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876		1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	
Company Bonds.....	458,000	6	April & Oct.	"	1875		1st Mortgage.....	625,000	10*	"	"	1894	
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	93 1/2	Providence, Warren and Bristol:						
Orange, Alexandria & Manassas:						100	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage.....	50,000	8	June & Dec.	"	1877	
2d Mort. (Charlotte to Lynchb.).....	1,130,500	6	Jan. & July.	"	1875	83	Quincy and Toledo:						
3d Mort.	573,500	8	May & Nov.	Richmond.	1873	73 1/2	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	
4th Mort.	331,700	8	March & Sept.	Alexandria.	1880	83	Raritan and Delaware Bay:						
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	70 1/2	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	
Va. State Loan.....	249,962	6	"	"	1887	73	2d Mortgage.....	250,000	7	"	"	1888	
Oswego Valley:							Equipment Bonds, convertible.....	296,000	7	"	"	1876	
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		Reading and Columbia:						
Oswego and Rome:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	
1st Mort. guar. by R. W. & O.....	500,000	7	May & Nov.	New York.	1916		2d Mortgage.....	350,000	7	June & Dec.	"	1884	
Income.....	200,000	6	Feb. & Aug.	"	1891		Rensselaer and Saratoga:						
Oswego and Syracuse:							1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80		1st Mortgage (Sar. & Whitehall).....	400,000	7	March & Sept.	"	1886	
2d Mortgage.....	376,000	7	"	"	1885		1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May & Nov.	"	1890	
Pacific of Mo.:							2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880		Richmond and Danville: j						
St. Louis Loan.....	700,000	6	"	"	'71-'73	90	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97 1/2	Bonds guaranteed by Virginia.....	161,600	6	"	"	'75-'76	72 1/2
Panama:							Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'76-'90	
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870		Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	
1st Mortgage, Sterling.....	346,000	7*	"	"	1875		Rich, Frederickburg & Potomac:						
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872		Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	
Paterson and Newark:							Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		Richmond and Petersburg:						
Pemberton and Hightstown:							130,500	7	June & Dec.	N. Y. & Rich.	1875		
1st Mortgage endorsed.....	100,000	7	— & —	New York.	1877		Company Bonds (coup. & reg.).....	175,000	8	March & Sept.	Philadelphia.	1870	
Peninsula (C. & N. W.):							Company Bonds (coupons).....						
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	Richmond and York River:						
Pennsylvania:							1st Mortgage.....	600,000	8	— & —	New York.	18—	
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97 1/2	Roanoke Valley (R. & Dan.):						
2d Mort. { Harrisb. to Pittsb. }	2,594,000	6	April & Oct.	"	1875	94 1/2	1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'70	
2d M. stg.	2,283,840	6	"	London.	1875		Rockford, R. Island & St. Louis:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910		1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	1890		Rock Island and Peoria:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71		1st Mortgage.....	1,384,000	7	— & —	New York.	18—	
Pennsylvania and New York:							Rome, Watertown & Ogdensb.: j						
1st Mortgage guaranteed.....	2,697,000	7	— & —	Philadelphia.	18—	90 1/2	1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	100
Pennacola and Georgia:							Sinking Fund (Watert. & Rome).....	757,500	7	March & Sept.	"	1880	
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		1st Mort. (Potsdam & Watert.).....	511,500	7	June & Dec.	"	'69-'74	
1st Mortgage (Tallahassee R.R.).....	206,000	7	"	"	18—		Rutland and Burlington:						
2d Mortgage.....	255,000	8	"	"	18—		1st Mort. conv. into pref. stock.....	1,800,000	7	Feb. & Aug.	Boston.	1863	140 1/2
Peoria and Bureau Valley:							2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		Sacramento Valley:						
Peoria, Pekin and Jacksonville:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	
Perkionen:							St. Joseph and Council Bluffs:						
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—		1st Mortgage (in Missouri 80 m.).....	1,400,000	10	March & Sept.	Boston.	1893	
Perth Amboy and Woodbridge:							1st Mortgage (in Iowa 52 m.).....	150,000	10	"	"	1893	
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—		2d Mortgage (" in Iowa 52 m.).....	500,000	7	— & —	"	1882	
Philadelphia and Baltimore Cent.:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92 1/2
Philadelphia and Erie:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (Sunbury & Erie).....	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	81
1st Mortgage (General).....	5,000,000	6	"	"	1881	90 1/2	2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	
2d Mortgage.....	4,000,000	7	"	"	1901	82 1/2	2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	75
3d Mortgage for \$5,000,000.....	600,000	7	Jan. & July.	"	1885		St. Louis and Iron Mountain:						
Philadelphia, Germant. & Norist.:							1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	81
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		St. Louis, Jacksonville & Chicago:						
Philadelphia and Reading:							1st Mortgage (\$15,000 per mile).....	2,365,000	7	April & Oct.	New York.	1884	95
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	100 1/2	2d Mortgage (\$5,000 per mile).....	360,000	7	Jan. & July.	"	1898	
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis and St. Joseph:						
Bonds of 1836-43-44-48 and 49.....	2,497,900	6	"	"	1880	80	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	
Bonds of 1857, convertible.....	171,500	5	"	"	1886	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880		1st Mortgage, S. F., guaranteed.....	1,900,000	7	Jan. & July.	New York.	1897	
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77		2d Mortgage, S. F., guaranteed.....	2,600,000	7	"	"	18—	
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893		St. Paul and Chicago:						
Mort. bonds of '68, clear of taxes.....	2,255,000	7	"	Philadelphia.	1893	101	1st Mort. S.F. guar. for \$4,000,000.....		8	J. A. J. & O.	New York.	1900	
Philadelphia and Trenton:							St. Paul and Pacific 1st Division:						
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868		1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	
Philadelphia, Wilmington & Balt.:							1st Mort. (70 m.) & 2d M. (10 m.).....	700,000	7	Jan. & July.	"	1892	
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884		2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	"	1892	
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76		General Mort., stg. for \$780,000.....		7*	Jan. & July.	London.	18—	
Bonds of 1867.....	945,000	6	"	"	1887		General Mort., dol. for \$2,020,000.....		7	"	New York.	18—	
Pittsburg, Cincinnati & St. Louis:							St. Paul and Sioux City:						
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900		1st Mortgage for \$16,000 p. m.....	100,000	7	Jan. & July.	New York.	1896	
Pittsburg and Connellsville:							Salem:						
1st Mort. (Turtle Creek Div.) ..	400,000	6	Feb. & Aug.	New York.	1880		1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	
1st Mort. (new) for \$4,000,000.....		7	Jan. & July.	Baltimore.	1898	88 1/2	Salem and Lowell:						
Port Huron and Lake Michigan:							1st Mortgage.....	225,900	6	Feb. & Aug.	Boston.	1876	96 1/2
1st Mortgage for \$16,000 p.m.....	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95	Sandusky, Mansfield and Newark:						
Potsdam and Watert. (R.W. & O.).....							1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	
1st Mortgage, guaranteed.....	511,500	7	June & Dec.	New York.	'69-'74		Funded Coupons.....	860,000	7	"	"	1875	
							Schuykill and Susquehanna:						
							1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	1873	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class...	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
3d Mortgage.....	71,000	7	— & —	"	1870	....	" " 2d class...	850,000	7	or	"	1890	....
Selma and Meridian:							" " 3d class...	154,000	7	Jan. & Jul.	"	1890	....
1st Mortgage.....	79,875	...	— & —	"	—	....	" " 4th class...	1,263,000	7		"	1890	....
2d Mortgage.....	52,000	...	— & —	"	—	....	Virginia and Tennessee:						
3d Mortgage.....	665,000	...	— & —	"	—	....	1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	....
Selma, Rome and Dalton:							2d Mortgage.....	23,500	6	"	"	1868	84 1/2
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....	3d Mortgage (Enlarged).....	990,000	6	"	"	1884	60 1/2
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1864	....	Income Bonds.....	138,500	6	"	"	1865	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Funding Bonds (\$1,000,000).....	736,000	8	"	"	1890	72 1/2
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Shenoygan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1890	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	"	"	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Shore Line (N. H. & N. L.)							2d Mortgage, registered.....	562,000	8	April & Oct.	"	1878	90
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91 1/2
Sterling Bonds £452,912 1/2.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	....
Sterling Bonds £59,031 1/2.....	262,366	5*	"	Charleston.	'71-'85	....	Western (Boston and Albany):						
Domestic Bonds.....	418,016	6	"	"	'73-'74	....	Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	97 1/2
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Dollar Bonds.....	798,000	6	"	Boston.	1875	97 1/2
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
1st Mort. (\$16,000 p.m.) endorsed		8	— & —	New York.	1889	....	2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	90
South Shore:							2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90 1/2	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	Western Union:						
2d Mort. guar. by Petersburg...	300,000	6	"	Petersburg.	'70-'75	65 1/2	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)...	175,000	6	"	"	'65-'68	....	Whitehall and Flattsburg:						
4th Mortgage.....	317,000	6	"	"	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....		8	"	New York.	'84-'90	....	Wiconico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm. Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	430,000	8	various.	Macon.	'75-'85	....	1st Mortgage guar. by State.....		8	"	"	1897	75
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	"	"	1886	....
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888	....	1st Mortgage, 3d pref.....	528,000	7	"	"	1886	....
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
Sterling Mountain:							Sinking Fund Mortgage.....	608,000	7	Jan. & July.	New York.	1896	91 1/2
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	York and Cumberland (N. Cent.):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
Syracuse, Binghamton and N. Y.:							3d Mortgage.....	500,000	6	"	"	1877	....
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	CANAL BONDS:						
Summit Branch:							Chesapeake and Delaware:						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—	....	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Sussex:							Chesapeake and Ohio:						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Tioga:							Sterling, guaranteed.....	4,375,000	5*	"	London.	1890	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Toledo, Peoria and Warsaw:							Delaware Division:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	83	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	83 1/2	Delaware and Hudson:						
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Toledo, Wabash and Western:							1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	89	Delaware and Raritan (See Camden and Amboy R. R.)						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Erie of Pennsylvania:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	84	1st Mortgage.....	678,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	Interest Bonds.....	161,960	7	"	"	18—	....
Equipm't Bonds (T. & W. 75 m.)	600,000	7	"	"	1883	79	Illinois and Michigan:						
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	84	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Troy and Boston:							Ill. State bonds, sterling, reg...	500,967	6*	"	"	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Lehigh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Troy Union:							2d Loan.....	5,606,122	6	"	"	1884	81 1/2
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	3d Loan.....	2,000,000	6	"	"	1897	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	95 1/2
Union Pacific:							Convertible Loan.....	1,201,850	6	"	"	1877	80
1st Mortgage, free.....	25,998,000	6*	Jan. & July.	New York.	'95-'99	81 1/2	Monongahela Navigation:						
2d Mortgage (Gov. subsidy).....	25,998,000	6	"	"	'95-'99	....	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	"	"	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	"	"	1876	....
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,087	6	"	"	1885	80
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	North Branch:						
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'95-'97	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	Schuylkill Navigation:						
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71	"	1916	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	66
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	61 1/2
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	79	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	"	Boston.	1891	37	Md. State Loan, sterling.....	1,050,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. Ca.)	1,000,000	8	May & Nov.	"	'76-'77	101 1/2	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	57
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	"	"	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90 1/2	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	1
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	West Branch and Susquehanna:						
1st Mortgage.....	114,000	6	"	Boston.	1860	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	293,200	7	"	New York.	1859	....	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.															Value of Shares	
Operations.															Earnings.	
Railroad Operated.															Dividends.	
Trains Moved.															Net.	
Passengers.															Gross.	
Freight.															Earnings.	
Carried one mile.															Value of Shares	
Surplus Income.															Par.	
Accounts.															P. & C.	
Bonds.															Dividends.	
Stocks.															Net.	
Accounts and Cash.															Gross.	
Assets.															Earnings.	
Rolling Stock.															Value of Shares	
Railroad.															Par.	
Land &c.															P. & C.	
Property and Assets.															Dividends.	
Liabilities.															Net.	
Accounts.															Gross.	
Bonds.															Earnings.	
Stocks.															Value of Shares	
Accounts and Cash.															Par.	
Assets.															P. & C.	
Rolling Stock.															Dividends.	
Railroad.															Net.	
Land &c.															Gross.	
Property and Assets.															Earnings.	
Liabilities.															Value of Shares	
Accounts.															Par.	
Bonds.															P. & C.	
Stocks.															Dividends.	
Accounts and Cash.															Net.	
Assets.															Gross.	
Rolling Stock.															Earnings.	
Railroad.															Value of Shares	
Land &c.															Par.	
Property and Assets.															P. & C.	
Liabilities.															Dividends.	
Accounts.															Net.	
Bonds.															Gross.	
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Accounts and Cash.															Value of Shares	
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Railroad.															Dividends.	
Land &c.															Net.	
Property and Assets.															Gross.	
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Accounts and Cash.															Dividends.	
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Railroad.															Earnings.	
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Railroad.															Net.	
Land &c.															Gross.	
Property and Assets.															Earnings.	
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Bonds.															P. & C.	
Stocks.															Dividends.	
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Mar. 31, 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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in this column, in the cost of the rolling stock of the railroad. A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses s'v. Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		
							Bonded Debt.	Floating & Debt.	Gross.	Net.	P. c.	Par.	Paid.	Market.	
Sept. 30, '88	m. 7.37	91	12	Albany.....N.Y.	139,414	98,900	\$	\$	\$				\$	\$	\$
Nov. 30, '88				Albany st. Freight (B'ton).Mass.		150,000	40,000	5,000	57,580	Loss.			100	100	
Dec. 31, '88	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,514	12,191	6,771	3,093			100	100	
Sept. 30, '88	31.00	480	80	Baltimore City.....Md.									100	100	10
Nov. 30, '88	3.53			Bleek. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760			100	100	
Sept. 30, '88	10.76	162	40	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8		100	100	
Sept. 30, '88	16.00	791	106	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0		100	100	
Sept. 30, '88	8.00	10	30	B'dway & 7th Av. (N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914			100	100	
Sept. 30, '88	74.00	1420	291	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.			100	100	
Sept. 30, '88	11.00	201	43	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0		100	100	
Sept. 30, '88	6.50	40	12	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422			100	100	
Sept. 30, '88	4.28	4	30	B'klyn, Prosp. P. & Flatb.N.Y.	434,600	254,000	300,000	1,487					100	100	
Sept. 30, '88	15.21	197	63	B'klyn & Rockaway Beach.N.Y.	214,489	144,000	45,000	2,500	20,021	9,021			100	100	
Nov. 30, '88	28.52			Buffalo street.....N.Y.	318,909	56,300	186,000	109,500	99,734	17,427			50	50	
Sept. 30, '88	1.76	39		Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72			100	100	
Dec. 31, '88	36.00	561	149	Cambridge (Boston).....Mass.	731,671	727,300	150,000	94		89,058	9.0		100	100	98
Oct. 31, '88	9.20			Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,997			100	100	
Oct. 31, '88	7.25	200	37	Cen. P. & N.E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812			100	100	
Oct. 31, '88	9.00	146	30	Cincinnati street.....O.									100	100	
Oct. 31, '88	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.)Pa.	179,635	192,750			227,389	95,876	32.1	50	19		
Oct. 31, '88	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44		
Oct. 31, '88	6.50			City Passenger (Cin.).....O.									100	100	
Sept. 30, '88	14.83	238	18	Coney Island (Brooklyn).....N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.			100	100	
Sept. 30, '88	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	772,303	1,200,000	700,000		669,174	135,905			100	100	
Sept. 30, '88	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443			100	100	
Oct. 31, '88	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	8,732		25	25		
Sept. 30, '88	18.00	872	160	Eighth Avenue (N.Y. City)N.Y.	1,455,161	1,000,000	203,000		804,791	100,391	12.0	100	100		
Dec. 31, '88	8.00	52	9	Fairhaven and Westville.....Conn.	152,917	150,000							100	100	
Sept. 30, '88	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,781	2,468			100	100	
Oct. 31, '88	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100		
Oct. 31, '88	16.37	298	40	Frankford & Southwark (Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50		
Oct. 31, '88	3.25	16	6	Genesee & Water st. (Syr.)N.Y.	54,200	42,500	9,300	400	8,653	159			100	100	
Oct. 31, '88	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29	
Oct. 31, '88	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17		
Sept. 30, '88	5.50	92	15	Gr'd st. & Newtown (B'k'n)N.Y.	200,000	170,000	30,000		72,870	5,321			100	100	
Oct. 31, '88	5.09	224	42	Green and Coates st. (Phila.)Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38	
Sept. 30, '88				Greenpoint & Wm'g (B'k'n)N.Y.											
Sept. 30, '88	10.00	122	23	Harlem Br., Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.			100	100	
Oct. 31, '88	2.14			Harrisburg City.....Pa.	80,120	41,995	9,350	2,063	9,272	Loss.			25	24	
Dec. 31, '88	9.00	19	6	Hartford & Wethersfield. Conn.	180,000	180,000							100	100	
Oct. 31, '88	13.17	345	78	Hest. Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431			50	50	12
Dec. 31, '88				Hoboken and Hudson City.N.J.											
Sept. 30, '88	2.50			Hoboken and Weehawken.N.J.											
Sept. 30, '88	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272					100	100	
Dec. 31, '88	10.47			Jersey City & Bergen Point.N.J.											
Sept. 30, '88	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3	100	100		
Oct. 31, '88	5.20	113	21	Lombard and South st. (Ph.)Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9		
Nov. 30, '88	4.50	43	9	Lowell Horse.....Mass.	89,416	55,830		2,080	29,240	3,411			100	100	
Nov. 30, '88	12.50	301	32	Lynn and Boston.....Mass.	207,587	200,000	60,000	48,048	153,658	Loss.			100	100	
Nov. 30, '88	3.60			Malden and Melrose (B'tn).Mass.	60,246		52,600		24,472						
Nov. 30, '88	3.08			Marginal Freight (Boston).Mass.	177,624	177,700							100	100	30
Nov. 30, '88	6.11	37	6	Medford & Charleat. (B'tn).Mass.	27,500	21,000	6,500			2,240			100	100	
Sept. 30, '88	6.00	58	13	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249			100	100	
Nov. 30, '88	42.96	791	156	Metropolitan (Brooklyn).....N.Y.	381,500	194,000	191,900	7,000	34,108	6,299			100	100	
Nov. 30, '88	7.42	254	47	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,294	10.9		100	100	65
Sept. 30, '88	12.20	180	52	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659			100	100	76
Nov. 30, '88	3.29	17	4	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000		95,848	595			100	100	
Nov. 30, '88	2.16			Northampton & Wm'g. Mass.	300,000	300,000			13,884	592			100	100	
Oct. 31, '88	7.25	73	13	North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	4,174	808			100	100	
Dec. 31, '88	17.5	187	28	Oakland & E. Liberty (Pbg.)Pa.	105,457	59,500	17,000	43,094	49,929				50	50	
Oct. 31, '88	3.81			Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479			50	50	
Oct. 31, '88	9.17	30	8	Passenger (Cin.).....O.	100,000	100,000							100	100	
Oct. 31, '88	9.17	30	8	Peoples' street (Scranton).....Pa.	110,907	104,025			16,003	Loss.	15.		100	100	
Oct. 31, '88	7.07	271	48	Philadelphia City (C. & W.)Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45	
Oct. 31, '88	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12	
Oct. 31, '88	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	27	
Oct. 31, '88	8.25	153	28	Pbg., Allegheny & Manch. Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.3	50	31		
Dec. 31, '88	6.88	92	16	Pittsburg and Birmingham.....Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41		
Nov. 30, '88	6.69	55	9	Portland.....Me.	180,300	100,300		600	45,007	12,809	7.	100	100		
Nov. 30, '88	8.00			Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592					100	100	
Oct. 31, '88	8.00	48	12	Ridge Av. & Manayunk (Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.			50	25	
Sept. 30, '88	10.50	96	22	Rochester and Brighton.....N.Y.	74,000	59,000	15,000		31,490	11,290			100	100	
Nov. 30, '88	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.			100	100	
Oct. 31, '88	3.96			Schuylkill River (Phila.).....Pa.	47,464	50,000									
Sept. 30, '88	16.00	597	97	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706			100	100	
Oct. 31, '88	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	673,387	109,300		524,611	177,857	11	50	30	45	
Oct. 31, '8															

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (*) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Div'ds.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	7	7	101
Atlantic & St. Lawrence* guar.	2,494,000	4	4	4	101
Baltimore and Ohio, pref.	3,000,000	6	6	6	144
Berkshire,* guaranteed	600,000	6	6	6	144
Bloomsburg and Corning,* guar.	250,000	6	6	6	144
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	144
Buffalo, N. York and Erie,* guar.	950,000	7	7	7	144
Camden and Atlantic, pref.	600,000	7	7	7	144
Catawissa,* pref. and guar.	2,200,000	7	7	7	144
Cayuga and Susquehanna,* guar.	599,110	9	9	9	144
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	34	34	144
Central Ohio, preferred.	400,000	7	29	29	144
Chemung,* guar.	380,000	8	8	8	144
Cheshire, preferred.	2,017,815	7	3	84	144
Chicago and Alton, pref.	2,425,400	7	10	143	144
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	84	144
Chicago and Northwestern, pref.	15,159,087	7	10	84	144
Cleveland and Mahoning,* guar.	2,050,000	7	7	7	144
Cleveland and Toledo,* guar.	6,250,000	3	3	3	144
Cochecho, preferred.	177,750	8	8	8	144
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87	144
Cumberland Valley, 1st pref.	241,900	8	8	114	144
" " 2d pref.	242,000	8	8	8	144
Delaware,* guaranteed.	594,261	6	6	6	144
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	6	144
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97	144
Dubuque Southwestern, pref.	330,308	7	7	7	144
Eastern (N. H.),* guaranteed.	492,500	8	8	8	144
Elmira, Jefferson and Canadawaga,* guaranteed.	500,000	5	5	5	144
Elmira and Williamsport,* guar.	500,000	5	5	5	144
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	79	144
Erie, preferred	8,533,910	7	7	57	144
Hannibal and St. Joseph, pref.	5,253,856	7	7	111	144
Harrisburg and Lancaster,* guar.	1,152,560	7	7	7	144
Housatonic, preferred	1,150,000	8	4	70	144
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	3	144
Joliet and Chicago,* guar.	1,500,000	7	7	7	144
Joliet and Northern Indiana,* guar.	300,000	8	8	8	144
Lackawanna and Bloomsburg, pref.	500,000	7	7	7	144
Leeds and Farmington,* guar.	2,648,100	7	7	7	144
Little Schuylkill,* guar.	848,315	9	9	90	144
Louisville, Cincinnati and Lexington, preferred	6,586,135	6	20	8	144
Marietta and Cincinnati, 1st pref.	4,051,744	8	8	8	144
" " 2d pref.	1,000,000	9	9	9	144
Manchester and Lawrence,* guar.	596,800	10	10	10	144
Michigan Southern, guaranteed.	323,375	10	10	10	144
Mill Creek and Mine Hill,* guar.	3,214,250	8	8	105	144
Millwaukee and P. du Chien, 1st pref.	1,014,000	7	7	7	144
" " 2d pref.	8,050,892	7	7	81	144
Millwaukee and St. Paul, preferred.	3,775,000	8	8	8	144
Mine Hill and Schuylkill Haven,* guaranteed.	282,250	12	12	12	144
Mount Carbon & P. Carbon,* guar.	1,344,000	2	2	2	144
New Haven and Harlem, pref.	1,500,000	8	8	150	144
Niagara Br. and Canadawaga,* guar.	1,000,000	6	6	6	144
North Eastern (S. C.), preferred.	155,000	8	8	8	144
Opensburg and L. Champlain, pref.	1,037,000	8	8	106	144
Ohio and Mississippi, pref.	3,500,000	7	7	70	144
Paterson and Hudson,* guar.	630,000	8	8	8	144
Paterson and Ramapo,* guar.	248,000	5	5	5	144
Peoria and Bureau Valley,* guar.	1,200,000	0	0	0	144
Philadelphia and Erie,* guar.	5,996,700	10	10	10	144
Philadelphia and Reading, pref.	1,551,800	10	10	10	144
Philadelphia and Trenton,* guar.	1,099,120	10	10	10	144
Pittsfield and North Adams,* guar.	450,000	6	6	6	144
Portl. & Kennebec (Yarmouth) guar.	292,400	6	6	6	144
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	6	144
Portsmouth and Concord,* guar.	350,000	7	7	7	144
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	7	144
Rochester and Genesee Valley,* guar.	557,560	7	7	7	144
Rutland, preferred.	7	7	7	60	144
St. Louis, Alton and T. H., pref.	2,040,000	7	7	69	144
Sandusky and Cincinnati, pref.	445,596	6	34	34	144
Schuylkill Valley,* guar.	576,050	5	5	5	144
Shamokin Valley & Pottsville,* guar.	889,450	5	5	5	144
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	7	144
" " (E. D.) pref.	1,700,000	7	7	7	144
Toledo, Wabash and Western, pref.	1,000,000	7	7	77	144
Troy and Greenbush,* guar.	274,000	7	7	7	144
Vermont and Canada,* guar.	2,500,000	8	8	8	144
Warren,* guar.	1,408,300	7	7	7	144
White Mountains,* guar.	200,000	5	5	5	144
Wright, York & Gettysburg,* pref.	317,050	2	2	2	144

CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	8	8	144
Maria, preferred.	1,175,000	10	10	61	144
Schuylkill Navigation, pref.	2,888,997	6	6	30	144
Union, preferred.	6	6	6	6	144

MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	6	29	29	29	144
Mariposa Mining, pref.	5,774,400	7	7	17	144

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 9¢ per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	36 50	@ 38	—
Pig, American, No. 1 (good to best).....		39	@ 40	—
Pig, American, No. 2.....		37	@ 38	—
Pig, American, Forge.....		36	@	—
Bar, Refined, English and American.....		85	@	—
Bar, Swedes, assorted sizes.....	(gold)	82 50	@ 87 50	—
			SPRING PRICES	

Bar, Swedes, ordinary sizes.....	—	@ 140
Bar, English and American, Refined.....	95	@ 1
Bar, English and American, Common.....	87 50	@ 90
Scroll.....	120	@ 180
Ovals and Half-round.....	120	@ 145
Band.....	120	@
Horse Shoe.....	120	@
Rods, 1½-16 inch.....	100	@ 155
Hoop.....	125	@ 180
Nail Rod.....	84	@ 94
Sheet, Russia, assorted No.'s.....	(gold) 11	@ 12
Sheet, Single D. and T. Common.....	54	@ 7
Rolls, English.....	57	@
Rolls, American.....	57	@ 77
Anvils, English.....	per lb.	@ 94

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 2½ cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb.	18	@ 22
English Spring (2d and 1st quality).....	9	@ 11½
English Blister (2d and 1st quality).....	11½	@ 19
English Machinery.....	12½	@ 15
English German (2d and 1st quality).....	14	@ 16
American Blister "Black Diamond".....	10½	@ 16
American, Cast, Tool, do.....	19	@
American, Spring, do.....	10	@ 13
American Machinery do.....	10	@ 13
American German do.....	10	@ 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	@ 32
Boils.....	—	@ 33
Braziers.....	33	@ 35
Nails.....	38	@ 40
Sheathing, &c., Old.....	20	@ 21
Sheathing, Yellow Metal.....	20	@ 27
Boils, Yellow Metal.....	20	@ 27
American Ingot.....	22½	@ 23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Term Plates, 25 per cent. ad val.

Banca.....	(gold), per lb.	@ 38
Straits.....	(gold), per lb.	@ 32½
English.....	(gold), per lb.	@ 31½
Plates—Fair to good brands.....	Gold.....	Currency.....
I. C. Charcoal.....	per box	8 37½ @ 8 02½ 11 50 @ 12
I. C. Coke.....	6 75 @ 7 37½ 9	@ 10 50
Coke Terme.....	@ 6	@ 8 50
Charcoal Terme.....	7 87½ @ 8 25 11	@ 11 60

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.	17½	@ 18
Crude, 40 @ 47 gravity (in shipping order).....	—	@ 25
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@ 32
Refined, Standard White (in ship'g order).....	32½	@ 33
Refined, prime White (in shipping order).....	32½	@ 34
Refined, S. W. (in merchantable order).....	32½	@ 32½
Naptha, Refined, (60 @ 63 gravity).....	10½	@ 11
Residuum.....	@ 6	@

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.		
6 by 8 to 7 by 9.....	per 50 feet.	7 75 @ 6
8 by 10 to 10 by 15.....	8 25 @ 6 50	
11 by 14 to 12 by 18.....	9 75 @ 7	
14 by 16 to 16 by 24.....	10 50 @ 7 50	
18 by 22 to 18 by 30.....	12 25 @ 8	
20 by 30 to 24 by 30.....	15 @ 9	
24 by 31 to 24 by 36.....	16 50 @ 10	
25 by 36 to 30 by 44.....	17 50 @ 12 50	
30 by 46 to 32 by 48.....	20 @ 13 50	
32 by 50 to 32 by 56.....	22 @ 14 50	
Above.....	25 @ 16	

(The above subject to a discount of 50¢ to 55¢ per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)		
6 by 8 to 8 by 10.....	per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15.....	9 @ 6 75	
11 by 14 to 12 by 18.....	10 @ 7 50	
13 by 18 to 16 by 24.....	11 @ 8	
18 by 22 to 18 by 30.....	13 50 @ 9	
20 by 30 to 24 by 30.....	16 50 @ 10	
24 by 32 to 24 by 36.....	18 @ 12	
25 by 36 to 26 by 40.....	(3 qts.) 20 @ 16	
28 by 40 to 30 by 48.....	(3 qts.) 22 @ 18	
30 by 50 to 32 by 56.....	(3 qts.) 24 @ 20	
32 by 58 to 34 by 60.....	(3 qts.) 27 @ 23	

(Subject to a discount of 50¢ to 55¢ per cent.)

English sells at 40¢ to 50¢ per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

Th. 14. F. 15. Sat. 16. M. 18. Tu. 19. W. 20

Canton Co.....	50	50	52	52
Central of N. Jersey.....	102	101½	99	101½
Chicago & Alton.....	142	144	145½	144
.. pref.....	144	144	144	145
.. 1 M.....	101½	101	101	101
.. S. F.....	101	101	101	101
.. Inc. bds.....	88	88	88	88
Chicago, Burl. & Q.....	161	161	161	161
.. 8s, 1883.....	108	107	107	107
Chl. & Gt. Eastern 1st m.....	71½	71½	71½	71½
Chic. & Northwestern.....	71½	71½	71½	71½
.. pref.....	84½	84	84	84
.. 1st M.....	89	89	88½	88½
.. Interest.....	92	92	92	92
.. S. F.....	92	92	92	92
.. Consol.....	90	92	92	91
Chic. Rock Isl. & Pac.....	106½	106½	106½	107
Chicago & R. I. 7s, 1870.....	106½	106½	106½	107
Chl. R. I. & Pa. 7s, 1899 94.....	94	94	94	94
Clev., Col., C. and Ind., 75.....	75½	75	75	77
Clev. and Pittsburgh.....	100	100	99½	99
.. 2 M.....	99	99	99	99
.. 3 M.....	99	99	99	99
.. 4 M.....	99	99	99	99
.. Con.....	99	99	99	99
Clev. and Toledo.....	99	99	99	99
.. S. F. 7s.....	24½	24½	24½	24½
.. 1 M.....	77½	77½	78	77½
.. 2 M.....	77½	77½	77½	77½
Cumberland Coal pref.....	26½	27	27	28
Del. & Hudson Canal.....	123½	123½	123½	124
Del., Lack. & Western.....	110	110	110	110
.. 1 M.....	77½	77½	77½	77½
.. 2 M.....	77½	77½	77½	77½
Erie Railway.....	33½	33	31½	30
.. pref.....	57½	57½	57½	57½
.. 1 M. 7s, 1897.....	85	85	85	85
.. 2 M. 7s, 1879.....	85	85	85	85
.. 3 M. 7s, 1883 85.....	85	85	85	85
.. 4 M. 7s, 1880.....	80	80	80	80
.. 5 M. 7s, 1888 78½.....	80	80	80	80
Great Western 2d mort.....	82	82½	82	82
Hannibal & St. Joseph.....	108	109½	110½	110
.. pref.....	110	110	110	110
Hudson River.....	158	161	165	171
.. 1 M. 7s, 1869.....	161	165	167	171
.. 2 M. S. F.....	161	165	167	171
.. 3 M. 7s, 1875.....	161	165	167	171
Illinois Central.....	135	135	135	135
.. bonds.....	91½	91½	91½	92½
Lake Shore & Mich. S'th.....	87½	91½	91½	92½
.. Div. bonds.....	82	83	83	83

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

Th.14. F.15. Sat.16. M.18. Tu.19. W.20

FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	108	108	108	108	108
U. S. 6s, 1871, coup.	108	108	108	108	108
U. S. 6s, 1874, reg.	108	108	108	108	108
U. S. 6s, 1874, coup.	108	108	108	108	108
U. S. 6s, 10-40s, coup.	108	108	108	108	108
U. S. 6s, 1881, reg.	108	108	108	108	108
U. S. 6s, 1881, coup.	108	108	108	108	108
U. S. 6s, '81, O.W.L.y.	108	108	108	108	108
U. S. 6s, 1881, ..	108	108	108	108	108
U. S. 6s, 5-20s, reg.	108	108	108	108	108
U. S. 6s, 5-20s, c. 1862.120	108	108	108	108	108
U. S. 6s, 5-20s, reg. '64.	108	108	108	108	108
U. S. 6s, 5-20s, c. 1864.119	108	108	108	108	108
U. S. 6s, 5-20s, reg. '65.	108	108	108	108	108
U. S. 6s, 5-20s, c. 1865.119	108	108	108	108	108
U. S. 6s, 5-20s, r. n. '65.	108	108	108	108	108
U. S. 6s, 5-20s, c. n. '65.117	108	108	108	108	108
U. S. 6s, 5-20s, reg. '67.	108	108	108	108	108
U. S. 6s, 5-20s, c. 1867.117	108	108	108	108	108
U. S. 6s, 5-20s, reg. '68.	108	108	108	108	108
U. S. 6s, 5-20s, c. '68. 117	108	108	108	108	108
U. S. 6s, Pac.R.R.issue107	107	107	107	107	107

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

W.13. Th.14. F.15. Sat.16. M.18. Tu.19

Calumet	preferred	37			
Camden and Amboy	120	120		120	119
..	6s, 1870				
..	6s, 1875				
..	6s, 1883		83	83	
..	6s, 1889	82			
..	mort. 6s, '89	95			96
Elmira & Williamsport					
..	pref.		39		
..	7s	80			39
Lehigh Navigation	34	33	34	34	33
..	6s, 1884	81			
..	Gold L.	95		95	95
..	R. R. L.				87
Lehigh Valley R. R.	53	52	53	53	52
..	6s new coup.				94
..	6s new reg.	95	95		
Little Schuylkill R.R.		41			
..	7s				
Minehill				52	52
Morris Canal					
..	pref.				
..	6s, 1876				
North Pennsylvania					
..	6s, 1880	88			88
..	7s	88			89
..	10s, 1887				
Northern Central				47	
Pennsylvania R. R.	56	56	56	56	56
..	1st M.	97		97	97
..	2d M.			97	94
Penn. State, 6s, 1st series		103			104
..	6s, 2d series	107		107	107
..	6s, 3d series				109
..	6s, W. L.	100			
Philadelphia City, 6s				100	100
..	new	100	100	100	100
Philad. Germ. & Nor.				70	70
Phila. & Reading	47	47		47	48
..	7s, 1893				
Philadelphia and Erie				23	
..	6s				
..	7s	82	82		82
Schuylkill Navigation					
..	pref.				
..	6s, 1882				
..	6s, 1876				
..	6s, 1872				
Susq. Canal					
..	6s, 1878				
Union Canal, pref.					
..	6s, 1878				
Hestonville, (Horse)					
Chestnut & Wal.				45	
Green & Coates					
2d and 3d streets					
Spruce and Pine					
14th and 15th sts.					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

W.13. Th.14. F.15. Sat.16. M.18. Tu.19

Baltimore City 6s, 1875	92	92	92	92	92
.. 1880	94	94	94	94	94
.. 1893	93	93	93	93	93
Balt. and Ohio	93	93	93	93	93
.. bonds, 1875. 93	93	93	93	93	93
.. 1880	93	93	93	93	93
.. 1885	86	86	86	86	86
Marietta & Cin. 1st M.	86	86	86	86	86
.. 2d M.	70	70	70	70	70
Northern Central	48	48	48	48	48
.. bonds, 1885	87	87	87	87	87
.. 1900	83	83	83	83	83
N.W. Va. 1st mort.	..	..	..	..	..
.. 2d mort.	..	..	..	..	..
.. 3d mort.	..	..	..	..	..
City Passenger R. R.	19	19	19	19	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

Th.14. F.15. Sat.16. M.18. Tu.19. W.20

Boston and Albany	145	145	145	145	145
Boston and Lowell	146	146	146	146	146
Boston and Maine	140	140	140	140	140
Boston and Providence	136	136	136	136	136
Boston, Hartford & Erie	17	17	17	17	17
.. 7s, new	61	61	61	61	61
Cheshire, pref.	83	83	83	83	83
Concord	..	..	..	..	..
Connecticut River	128	127	127	127	127
Eastern	115	114	114	114	114
Fitchburg	131	131	131	131	131
Manchester & Law're	129	129	129	129	129
Michigan Central	122	122	122	122	122
Northern, N. H.	107	107	107	107	107
Ogdens & Lake Champ	66	66	66	66	66
.. pref.	..	..	..	..	..
Old Colony & Newport	97	98	98	98	98
Ph. Wil. & Baltimore	52	52	52	52	52
Port'd, Saco & Ports	115	115	115	115	115
Vermont & Canada	101	101	101	101	101
Vermont & Mass.	61	60	60	60	60
Broadway (Horse)	..	..	..	..	..
Cambridge	98	98	98	98	98
Metropolitan	65	65	65	65	65
Middlesex	75	75	75	75	75
Central Mining Co.	..	..	..	..	..
Copper Falls	..	..	..	..	..
Franklin	11	11	11	11	11
Huron	62	62	62	62	62
Isle Royale	24	24	24	24	24
National	..	..	..	..	..
Minnesota	1	1	1	1	1
Pewabic	..	..	..	..	..
Pittsburg	..	..	..	..	..
Quincy	24	24	24	24	24

London Stock Exchange.

Closing Prices.

Sept. 24. Oct. 1.

Atl. & Gt. West. N. Y. sec. 7 per ct.	62	68	60	65
1st mort. 1880	55	60	53	58
Do. do, 2d mort. 1881	55	60	53	58
Do. Penn. 1st mort. 1877	62	68	60	65
Do. do, 2d mort. 1882	55	60	53	58
Do. Consol. 7 per cent. mort. 1890	27	28	27	28
Detroit and Milwaukee 1st mort. 7s	61	63	61	63
Do. 2d mort. 8 p. c.	62	64	62	64
Erie shares 100 dol. all paid	25	25	24	24
Do. sterlig. 6 p. c. convertible bonds	64	68	64	68
Do. 3d mort. 7 p. c. 1883	55	60	55	60
Illinois Central, 6 per cent., 1875	..	..	..	..
Do. Redemption mort. bonds 6 p. c. 101	103	101	103	101
Do. 7 per cent., 1875	75	80	75	80
Do. 100 dol. shares, all paid	92	94	94	95
Marietta and Cin. R. R. bonds 7 p. c.	72	75	72	75
New York Central, 100 dol. shares	95	100	95	100
Panama General mort. 7s, 1897	107	109	107	109
Penn. R. R. bonds, 2d mort. 6 per ct.	96	98	96	98
Do. General mort. 6 p. c. 1910	86	88	86	88
Philadelphia and Erie 1st mort. 1881	88	90	88	90
Do. with option to be paid in Phila.	87	89	87	89

American Railroad Journal.

Saturday, October 23, 1869.

Stock Exchange and Money Market.

Money has been in fair, though not notably urgent, request, since our last, at from 4@7 per cent. on call, and 8@15 per cent. per annum, in the discount form, as the extremes. There has been a rather less liberal supply available within the range, and during the closing days of the week, the tendency of rates has been slightly in favor of lenders. There has been more call from the West and South for currency to be used in moving the various crop products to market. The banks have been enabled to add to their legal tender reserve, to the amount of about 1¼ millions, they report a loss of about 1½ millions of specie, and over half a million of deposits. They reduced their loans nearly 2¼ millions. They now hold 20½ millions more of gold and legal tender notes than the 25 per cent. of their liabilities for deposits and circulation, called for by the National Banking Act. The U. S. Sub-Treasury now holds a coin balance of 84½ millions, and a currency balance of over 6½ millions.

The specie reserve of the city banks according to the latest return is \$20,899,070, against \$9,186,620 same time last year. The city bank deposits are now \$178,642,986, against \$188,-

880,586 week ending Oct. 17, 1868. The legal tender reserve amounts to \$53,229,504, against \$58,626,857 same time last year. The circulation now stands at \$34,217,114, against \$24,218,918 same time last year. The loans are now \$248,537,984, against \$264,644,135 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$89,065,044 a day, against a daily average of \$104,730,142 the preceding week, and \$132,879,962 the week ending with Oct. 2, 1869. The current week's exchanges average about \$100,656,430 a day. The city banks, last week, reported a loss of \$1,114,456 of specie, and \$571,739 of deposits, with an increase of \$1,211,916 of legal tender notes. They reduced their loans, \$2,211,990; and increased their circulation, \$38,189.

The city bank exchanges on Wednesday were \$92,342,057.

National Bank notes to the amount of \$11,400 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$318,323,191, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,687,306, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,635,785. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,459,950; and for the public deposits, \$19,273,000—making a total of \$361,732,950. The Treasury Department last week redeemed and destroyed \$226,700 of worn and mutilated fractional currency, and issued \$778,700 of new. The outstanding amount of fractional currency on the 1st of Oct., was \$33,001,298 50, against \$30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 16, were \$3,999,453 in coin, including \$2,564,673 from customs duties, and \$5,535,358 in currency; payments, \$4,305,184 in coin, including \$240,435 of coin interest, and \$4,612,527 in currency; balance at the close of the week, \$90,796,088, including \$83,743,693 of coin, and \$6,744,380 of currency, against \$91,205,547 at the close of the preceding week, showing a decrease of \$509,459. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$610,527 in coin, (including \$365,317 from customs,) and \$202,128 in currency; payments, \$50,726 in coin, (including \$35,693 of coin interest,) and \$334,985 in currency. On Tuesday, receipts, \$848,952 in coin, (including \$475,162 from customs,) and \$3,246,830 in currency; and payments \$272,784 in coin, (including \$28,364 of coin interest,) and \$3,315,828 in currency. The balance at the close of business on Tuesday stood at \$91,892,477, (including \$6,542,529 of currency, and \$84,874,741 of coin,) against \$91,240,175 a week previous; and \$89,729,337 on Oct. 5, 1869. The aggregate receipts of the office in Sept. were \$63,725,058, including \$12,504,326 from customs; aggregate payments, \$57,424,305, including \$4,358,339 of coin interest.

Government revenues have been on a moderate scale, since our last. The excises yielded about 2¼ millions; customs at the port of New York, \$2,564,673, and at the outports about \$850,000 (in

coin) more, making the grand total income for the week equal to about \$7,189,075 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 55 millions.

The outstanding amount of coin certificates on the 1st of Oct. was \$24,412,720, against \$23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired \$2,428,656 of coin certificates through the receipts for customs.

Gold has been remarkably tame, and steady in price, all through the week, the extremes having been from 130@130½, and the closing quotation on Wednesday 130½. There has been very little speculative business reported. The customs call has been less urgent. The export drain has been quite moderate; last week it was about a million. Government marketed on Tuesday a million of gold to-day, at from 130@130.06. The aggregate of the bids was \$3,131,000.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 84½ millions.

The customs of the port on Wednesday yielded \$430,000. The U. S. Sub-Treasury disbursed \$23,001 of coin interest, on that day.

The customs demand for Gold last week, averaged \$512,934 a day; thus far, this week, it has averaged \$420,239 a day, or equal to a weekly aggregate of \$2,521,434. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$137,391, and since Jan. 1, \$14,702,820, against \$6,078,842 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$109,039,230, against \$97,997,893 same time in 1868. At San Francisco, from Jan. 1, to Oct. 12, 1869, \$6,507,000, against \$6,560,730 same time last year.

The exports of specie, from this port, last week, were \$1,010,513, against \$410,313 same week last year; total, since Jan. 1, 1869, \$28,393,797, against \$66,840,470 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$240,435, and since Jan. 1, 1869, \$69,783,452, against \$63,765,130 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 12, 1869, were \$31,003,560, against \$30,150,981 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 16, were about 57½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$5,056,537.

The following is a semi-official report of the amount of U. S. currency now outstanding:

United States notes old issue.....	\$113,318 50
United States notes new.....	356,000,000 00
One year 5 per cent. notes.....	\$197,677 00
Two year 5 per cent. notes.....	74,352 50
Two year 6 per cent. coupon notes.....	40,052 50
	312,082 00
Compound interest notes.....	2762,323 00
Fractional currency.....	\$1,442 38
Total.....	\$394,134,862 88

Washington advices give the amount and description of the Five-twenty bonds purchased by

the Secretary of the Treasury from May 1 to Sept. 30, inclusive, as follows:

When payable.	Registered.	Coupon.	Total.
May 1, 1882..	\$6,496,700	\$39,500	\$6,526,200
Nov. 1, 1884..	705,400	.....	705,400
Nov. 1, 1884..	2,348,600	4,977,600	7,326,200
Nov. 1, 1884..	2,574,900	1,294,100	3,869,000
July 1, 1885..	3,340,000	12,968,350	16,308,450
July 1, 1887..	2,852,350	13,245,900	16,098,250
July 1, 1888..	282,000	1,575,500	1,857,500

Grand total..\$18,590,050 \$34,100,950 \$52,691,000

Foreign exchange has been held with more confidence, but has not been in particularly urgent request. Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.21¼@5.16¼; sight bills on London to 109½@109¾, and on Paris to 5.15¾@5.14¾. The offering of produce bills has been liberal this week. The week's exports of domestic produce have been to the currency value of \$4,149,217, making the total since Jan. 1, 1869, \$156,125,800, against \$132,159,391 same time last year.

Government securities have been in moderate demand, most of the week, and as the offerings of bonds have been on a reduced scale, there has been more firmness noted in price, the market closing, however, less buoyantly. There has been more call for Five-twenties from export buyers, who have been represented as having made freer purchasers than in any preceding week for some time past. On Wednesday, Government bought two millions of U. S. 5-20s at 115.68@115.71 net, out of an aggregate of about 8¼ millions.

U. S. sizes of 1861 closed here on Wednesday at 119¼@119½; U. S. Five-twenties of 1862, ex-coupon, 120½@120¾; U. S. Five-twenties of 1864 at 119½@119¾; U. S. Five-twenties of 1865 at 119¼@119½; U. S. Five-twenties of 1865, consolidated, 117¼@117½; U. S. Five-twenties of 1867, 117½@118; U. S. Five-twenties of 1868, 117¼@118; U. S. Ten-forties at 108½@108¾; U. S. Six per cent. currency bonds, 107¼@107½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 6.	Oct. 13.	Oct. 20.
Consols.....	93½	93½	93½
U. S. 5-20's of 1862..	84¼	84½	*81½
U. S. 5-20s, 1865.....	84	84½	*81½
" 1867.....	82½	82½	83¼
" 10-40s.....	76½	76¼	76¼
Erie.....	.....	23¾	21¼
Ill. Central.....	.....	.....	95
At. and Gt. West.....	.....	.....	25

* Ex Nov. 1, coupons.

Railway and miscellaneous stocks have been more active, and in the main much stronger in price, the New York Central, Hudson and Harlem, and the Lake Shore shares leading off.

General business has shown more animation and firmness in the leading kindness of domestic produce. Middling upland cotton closed, however, less buoyantly on Wednesday at 26½@26¾ cts. per lb. The stock of cotton now here is given at about 15,000 bales. The receipts at the port this week, have averaged about 4,150 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 271,000 bales, against 196,000 bales in 1868-'9; exports, same time 80,000 bales, against 47,500 bales same time in 1868-'9; stock on hand at latest dates, 127,750 bales, against 109,000 bales same date 1868. The exports of domestic cotton goods from

this port, since Jan. 1, have been 18,299 pkgs., against 16,571 pkgs., same time last year. From Boston, 6,489 pkgs., against 7,484 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in less demand, and heavy at from 8@16c., per lb.; week's receipts, 9,619. Milch cows rule dull, at \$40@110 each, receipts, 81. Veal calves in fair request at from 5@13½c. per lb.; receipts, 1,970. Sheep and lambs fairly active at from 4½@7c., and 7@9½c. per lb.; receipts, 35,926. Swine in request at 9@10¾c. per lb., all live weight; receipts, 18,111.

The week's dry goods imports were valued at \$1,319,456, and of general merchandise, \$2,418,333, making an aggregate for the week of \$3,737,789 specie value, against \$5,371,469 same week last year. There has been a rather less satisfactory trade, reported in most kinds of foreign goods, but prices have been generally well supported.

The ocean freight market has shown much more animation and firmness. Room has been less abundant. For Liverpool we quote flour at 2s. 4½d.@2s. 6d. by sail, and 2s. 9d.@3s. by steamer, per bbl.; grain at 8¾d.@9d. by sail, and 9¾d.@10½d. by steamer, per bushel; cotton at 1½@1½d. by sail, and 1½@1½d. by steamer, per lb.; and heavy goods 22s. 6d.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 394.

The New York exports, exclusive of specie, for the week ending Oct. 19, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	\$3,351,454	\$4,149,217
Prev. reported.....	128,807,937	151,976,583

Since January 1.....\$132,159,391 \$156,125,800

The imports for the week ending October 16, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	\$1,577,323	\$1,319,456
Gen. merchandise.....	3,794,136	2,418,333

Total for the week....\$5,371,459 \$3,737,789

Previously reported....197,685,206 240,316,760

Since January 1.....\$203,056,665 \$244,054,549

The balance in the Sub-Treasury on Wednesday was \$93,026,161 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, 68; Louisiana 6s, Levee bonds, 63¼; do., 8s, Levee bonds, 84; Georgia 7s, 92; California 7s, 123; N. Y. State Bounty Loan reg., 108; Alabama 8s, 92½; Brooklyn 6s, Water Loan, 93; New Jersey Central new bonds, 97; Toledo, Wabash and Western consol. bonds, 84; Milwaukee and St. Paul 1st mort., Iowa Division, 85; Long Dock bonds, 87; Toledo, Peoria and Warsaw 1st mort., E. D., 83; Galena and Chicago 1st mort., 99; Central Pacific 6s, gold, 93; Cincinnati, Hamilton and Dayton 1st mort., 80; Great Western 1st mort., 1888, 84; St. Louis and Iron Mountain 1st mort., 81; Morris and Essex Construction bonds, 84; N. Y. and New Haven R. R., 135; Dubuque and Sioux City R. R., 109¾; New Jersey R. R., 120; Western Union Telegraph, 36¾; do., 7s, 88; Adams Exp. Co.,

57½; Wells-Fargo Exp., 20½; Am. Mer. Union Exp., 34½; U. S. Exp., 59.

Philadelphia.—Allegheny County bonds, 76½; Pittsburg 5s, 71½; Pennsylvania State 5s, 1870, 100; Phila. City 5s, 1872, 92; Delaware Division Canal, 48; Chesapeake and Delaware Canal 6s, 95; Lehigh Nav. Conv. Loan, 80; Camden and Amboy scrip, 64½; Oil Creek and Allegheny River, 38½; Phila., Wil. and Balt. R. R., 52; Phila. and Trenton R. R., 117; Elmira and Williamsport 5s, 58; Warren and Franklin 7s, 80; Junction R. R. 2d mort., 90; Penna. and New York 7s, 90¾; New Creek Coal, ¾; Big Mountain Coal, 6; Fulton Coal, 4¾. The latest quotations are: do., City 6s, 97@97½; do., free of tax, 100½@100¾; State 5s, coupon, 92½@92¾; do., 6s, W. L., 100@100½; do., 1st series, 104@104½; do., 2d series, 107@107½; do., 3d series, 108½@109; Reading, 48½@48¾; do., 7s, 1893, 101@103; do., 6s, 1880, 89@89; Camden and Amboy, 119½@120; do., mort. 6s, 1889, 95½@96; do., 1883, 83¼@84; do., 1889, 82@84; Penn. R. R., 56½@56¾; do., 1st mort., 97@97; do., 2d mort., 94½@94¾; Little Schuylkill R. R., 41@42; Morris Canal, 30@30; do., pref., 53@60; do., bonds, 80@85; Susquehanna Canal, 10@10; do., 6s, 53@55; Sch. Nav., 8@10; do., pref., 14@16; do., 6s, 1882, —@61; Delaware Div. Canal, 48@49; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 39½@40; do., 7s, 1873, 89@89; do., 5s, 56@58; Lehigh Coal and Navigation, 34@34½; do., 6s, 1884, 81@82; do., R. R., Loan, 87½@87¾; do., Gold Loan, 95@95½; North Pennsylvania, 36½@36¾; do., 6s, 87¾@88; do., Chatte 10s, 106@—; Philadelphia and Erie, 28¼@28½; do., 6s, 85½@88; Minehill, 52½@53; Catawissa, 13@15; do., pref., 37@37½; Lehigh Valley, 52¾@53¾; do., 6s, 96@96½; do., 6s, reg., 95@95; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40@42; West Philadelphia, 59@60½; Spruce and Pine, 26@26; Green and Coates, 36@38; Chestnut and Walnut, 45@46¼; Thirteenth and Fifteenth, 17½@19; Girard College, 27½@29; Tenth and Eleventh, 68@71; Union, 44@45; Hestonville, 11½@12¼.

Boston.—Ogdensburg and Lake Champlain 8s, 102; Vermont Central 1st mort., 79; do., 2d mort., 37; Union Pacific 6s, 81½; do., Land Grant 7s, 55; Cedar Rapids and Missouri 7s, 87; Essex R. R. 6s, 1876, 91¼; Eastern R. R. 6s, 1889, 96; Old Colony and Newport 7s, 100½; Vermont and Massachusetts 7s, 90½; Burlington and Missouri R. R. 8s, 1879, 97½; do., 7s, 1893, 82; Chicago, Burlington and Quincy, 160; Cincinnati, Sandusky and Cleveland, 22½; Summit Branch R. R., 22¾; Boston Water Power Co., 14¼; Cary Imp., 6¾; Essex Co., 135½; Massachusetts 6s, 1873, gold, 121¾; Maine 6s, 1876@1889, 98½; Connecticut 6s, 1881, 98; Cambridge 6s, 1886, 99; do., 5s, 1880, 87; Cincinnati 7 3 10s, 1899, 102; Chicago 7s, 1892, 96½; Boston 5s, 1882, gold, 107¼; do., 1883, 107; do., 1875@1877, 106½; Charlestown 6s, 98; Bangor 6s, 1894, R.R. Loan, 86¾; Roxbury 6s, 1876, 99¾; Allouez Mining Co., 2¾; Hecla, 80.

Baltimore.—Central Ohio R. R., 25¼; Parkersburg R.R., 23; Western Maryland R. R. 2d mort. guar., 90; Maryland 6s, 1883, Defense Loan, 101¾; do., 6s, 1870, 94; Virginia 6s, old, reg., 45½; Memphis City 6s, 48. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@90;

Balt. and Ohio, 124@125; do., 6s, 1875, 92@94; do., 1880, 92@93; do., 1885, 91@93; Northern Central, 47¾@48; do., 6s, 1885, 87@87¾; do., 1900, 82¾@84¼; do., 6s, 1900, gold, 100@102; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93½@95; do., 2d mort., 92@92½; do., 3d mort., 1885, 86@—; Marietta and Cincinnati 7s, 1892, 86½@87½; do., 2d mort., 69½@70; Central Ohio, 25@28; do., 1st mort., 78½@80; Western Md. 6s, 1890, 65@67½; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@91; do., 6s, pref., 37½@46; do., 6s, guar., by Washington Co., 77@—; Richmond and Danville bonds, 72@72½; Baltimore 6s, 1875, 92¼@92¾; do., 1886, 93@94; do., 1890, 93½@94; do., 1893, —@92; do., 5s, 1898 —70, 70@74; Memphis City 6s, 44@48½; Maryland Defense Loan, 101½@101¾; City Passenger R. R., 19@19½; Baltimore and Catonsville, 4@5¼; George's Creek Coal, 71½@73; Santa Clara, 0.50@—; Atlantic Coal, 2.25@2.50.

THE BUSINESS OF THE CENTRAL PACIFIC RAILROAD compares with that of the Illinois Central Railroad as follows:

	Miles in operation...	Locomotives	Pas. Co's	Earnings May 1 to Oct 1....	Ratio of Op. Exp.	Land and unimproved Acres....
Ill. Cen.	708	170	96	\$3,763,136 (cur'y)	64	526,600
Cen. Pac.	690	172	101	2,812,705 (gold) or 3,556,516 (cur'y)	55	7,200,000

Thus, it will be seen the results of the Central Pacific, attained during the first year of its operation, are equally gratifying with those of the Illinois Central Railroad, after twelve years. Their respective obligations are quoted to-day:

Ill. Cen. 7 p. c. cur'y Construction Bonds.. 119
Cen. Pac. 6 p. c. gold, 1st Mortgage Bonds.. 93½

The two causes, which, in great part, have given the high standing to the securities of the Illinois Central Company, on both sides of the Atlantic—large surplus earnings, with the proceeds of land sales, which together have been invested in their own bonds—are the same which must hereafter give great prominence to those of the CENTRAL PACIFIC. The honorable and judicious management of the Central Pacific Company, together with the great value of their property, entitle their securities to the fullest confidence.

We are prepared to buy and sell the Securities of the Central Pacific Railroad Company at the current market rates.

FISK & HATCH,

Bankers and Dealers in Government Securities.
No. 5 Nassau-st.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfurt and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMPANY, 12 Pine street.

The earnings of the Cincinnati, Indianapolis and Lafayette Railroad for September, 1869, were \$205,683, against \$178,527, in September, 1868—an increase of \$27,156. For the eight months of the year 1869 they have been \$1,186,558, against \$1,093,458 in 1868—an increase of \$93,100.

Macon and Augusta Railroad.

The annual meeting of the stockholders of this company was held at Augusta, Ga., on the 12th inst. In the absence of the President, Benj. Conley, Esq., Hon. John P. King was called to the chair, and J. H. Milligan, Esq., the Secretary and Treasurer of the company, was appointed Secretary of the meeting. The whole number of shares of capital stock of the company is 14,214, of which 8,422 shares were represented. On motion, the meeting proceeded to the consideration of the reports of the officers. The chair stated that there was no report from the President. George H. Hazlehurst, Esq., Chief Engineer, then read the following report:

ENGINEER'S DEPARTMENT, October 4, 1869.
To the President and Directors of the Macon and Augusta Railroad Company:

GENTLEMEN:—The free discussion of the reports made at the late called Convention in May last, is so fresh in the memory of stockholders as to make it unnecessary to dwell at length upon matters connected with my department.

The contract recommended by that Convention was perfected soon after adjournment with Messrs. George G. Hull & Co., and the work has been entered upon with vigor and dispatch.

One thousand hands are now engaged on the grading, masonry, bridging and timber getting on the line of the road.

One cargo of one thousand tons of iron rails were ordered immediately, and is now on its way from Europe, and may be expected to reach the port of Charleston at an early day. So soon as this cargo arrives the track laying will at once be commenced at Milledgeville, and pushed upon the eight miles of graded road bed south of that point.

Active measures are being taken to complete the Ocmulgee River Bridge at Macon at the earliest day, with the purpose of starting track laying at that end of the line.

Under the arrangements made, it appears reasonable to suppose the contracts for completion will be fulfilled in advance of the time stipulated. The character of the work is generally heavy, the country being rugged and broken, involving deep cuts and high embankments.

The amount which has been expended on the grading since the commencement of the contract is some \$75,000.

It is gratifying to report the condition of the running portion of the road between Warrenton and Milledgeville to be excellent.

Heavy repairs have been made during the Summer on trestleworks, new timbers having been substituted for all showing the least decay.

The Oconee Bridge has been covered, tinned and painted.

Altogether the road may be considered in first rate condition.

The statement of the earnings as presented by the Georgia Railroad, now operating the finished portion, from April 1st, 1868, for twelve months show receipts for gross earnings of \$45,123 52

The expenses for the same time were:
Ordinary.....\$39,863 85
Extraordinary (new depts) 7,418 62

Total expense.....\$47,282 47
Excess of all expenses over earnings was.....\$2,158 95

But this statement does not include the interest on the company's first mortgage bonds amounting to \$28,000 per annum or seven per cent. on the loan of \$400,000, nor officers' salaries, nor contingencies. It will, therefore, be seen that there has been a deficit of \$3,000 per month or \$36,000 per annum incurred by the year's operations. It was this showing that made it apparent that something should be done, and that quickly, to save the road from ruin, and the stockholders from the loss of every dollar of their investment. The extension of the line to Macon was the sole alternative, and

this fortunately has been secured by the contract with Messrs. George G. Hull & Co.

I feel the utmost confidence that, upon completion of the road to its destination, we shall not only be able to meet the interest on the funded debt of the company, but also pay a small dividend to stockholders. With the natural increase of business and a return of prosperity to the fine farming country traversed by the road, we may rest assured that dividends will constantly increase with the progress of the coming time.

Apart from the profit which, as the shortest line between Augusta and Montgomery we shall derive by the transit of passengers and through mail and express business, I believe that the legitimate business between the two cities of Augusta and Macon, and the local traffic on our line will enable us to meet expenses and the interest on the bonded debt of the company.

Respectfully submitted,

GEO. H. HAZLEHURST,
Chief Engineer.

Mr. J. H. Milligan, Secretary and Treasurer, reported the following condensed statement of the condition of the Macon and Augusta road, October 4, 1869:

ASSETS.	
Construction of road.....	\$1,479,005 33
Real estate.....	16,528 90
Baldwin County bonds.....	21,000 00
Profit and loss.....	96,771 35
Interest on bonds.....	14,315 00
Interest.....	5,355 38
Incidental expenses and salaries.....	2,155 49
Due from other corporations and agents.....	15,007 63
Taxes.....	30 00
Bills receivable.....	890 89
Cash.....	4,116 55
Total.....	\$1,654,676 52
LIABILITIES.	
Capital stock paid in.....	\$1,078,878 64
Bonds of the company, first mortgage.....	400,000 00
Bills payable.....	11,024 87
Due to other corporations & agents.....	4,874 67
Forfeited stock.....	5,610 00
U. S. tax on coupons.....	5 25
Loss on iron rails seized by the (C. S.).....	154,783 09
Total.....	\$1,654,676 52

On motion, the Reports of the Chief Engineer and Treasurer were received and ordered to be printed. The meeting then proceeded to the election of twelve directors to serve for the ensuing year, which resulted in the choice of the following gentlemen: H. F. Russell, W. E. Jackson, John P. King, H. Moore, W. J. McGrath, H. J. Lane, B. B. DeGraffepried, Geo. S. Obear, G. H. Hazlehurst, W. H. Ross, J. T. Gardiner, S. D. Heard.

At a subsequent meeting of the Board of Directors, Geo. H. Hazlehurst, Esq., of Macon, was elected President.

Alex. S. Macrae, of Liverpool, England, oil broker, announces under date of 25th September last, that Maryland and Virginia green lubricating oil, 28° specific gravity, which used to be unsaleable in England at £15 per ton, is now in excessive demand, and market cleared at £30. This figure, taking gold at 137, would be, he writes, equal to \$182 per 2,240 lbs.

A movement is in progress for consolidating the Maine Central Railroad, which runs from Danville Junction to Bangor, and the Portland and Kennebec, which runs from Portland to Skowhegan.

Journal of Railroad Law.

RAILROAD COMPANIES—ACTION FOR NEGLIGENCE—UNENCLOSED LANDS.

The facts of the late case of *Tarwater vs. The Hannibal and St. Joseph Railroad Company* (42 Mo., 193,) are fully and clearly stated in the following opinion by

HOLMES, J.—This was a suit under the statute (Gen. Stat., 1865, ch. 63, p. 343.) for damages in killing a horse of the plaintiff which had got on the track of the railroad, and was run over by the locomotive and train, in a part of the road that was not enclosed by a lawful fence, and was not at the crossing of a public highway.

The answer contained no specific denial of the allegations of the petition. It merely alleged that the plaintiff carelessly and negligently turned the animal out upon the unenclosed land adjoining the railroad, and that by means of that act of gross negligence on the part of the plaintiff the animal got upon the track and was run over, whereby the cars were thrown off the track and injured to the amount of \$5,000, and that the injury done to said stock was the same injury mentioned in the plaintiff's petition; and the defendant asked judgment against the plaintiff for that sum as damages.

This answer was stricken out, on motion of the plaintiff; and the defendant failing to file any further answer, the plaintiff had judgment by default, which was affirmed on appeal to the Fifth District Court, and the case is now brought by appeal to this Court.

He is not bound to keep his cattle within inclosures. He had a right to allow them to range on the open prairie. It is averred that this was done carelessly and negligently. But whether or not a given state of facts and circumstances amount to negligence, or to any proof of negligence, is a question of law. This averment, therefore, so far as it goes beyond a bare statement of the facts themselves, avers a matter of law only, of which the Court, and not the party himself, must be the judge. (*Callahan vs. Warne* 40 Mo., 136.) It is assumed, as a matter of law, that the facts stated raise a presumption of such negligence as would make the party liable. There is no distinct allegation of such negligence as a main fact, which might be proved by evidence of other facts and circumstances from which it might be inferred by a jury. In the case of the *Hannibal and St. Joseph Railroad Company vs. Kinney* 41 Mo., 271, the petition alleged that the defendant's mules wrongfully, and by reason of the defendant's negligence entered upon the track and caused the damage. The particular facts were not stated. On demurrer, the averment was held to be sufficient. The Court would not undertake to say by what evidence this averment might be sustained on the trial, and it was said that the question, what circumstances would amount to proof of negligence, or would show negligence, would more properly arise when the evidence should be introduced. It was distinctly intimated, also, that if no other evidence of negligence were produced than the mere omission of the party to enclose his cattle, he would not be liable for the damage done to the railroad company by their straying upon the track where no fences were erected. The railroad company may be liable in these cases for unavoidable accidents or simple

misadventure, but the owner of cattle, in such case, would not be liable. On the other hand, if a person should wilfully drive his cattle upon a railroad track, another principle would be involved, for no one can charge another with damages which he has wilfully brought upon himself, *volente non fit injuria*. (*Corwin vs. N. Y. & Erie R. R. Co.*, 3 Kernan, 42.) And accordingly the statute has provided that if any person shall ride, lead, or drive any horse or any other animal upon such road, and within such fences and ground, other than a farm crossing, without the consent of the corporation, he shall, for such offense, forfeit and pay a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby on the part of the aggrieved. (Gen. Stat., 1865, ch. 63, § 43.) The same general principle would be applicable if the same thing were done where there were no such fences.

Judgment affirmed. The other judges concur.

Great Western (Ca.) Railway.

The gross traffic receipts of the Great Western Railway of Canada for August, 1869, were \$267,384 80; and the working expenses, including renewals, \$171,077 53—making the net earnings, \$90,307 27. In August, 1868, the earnings were \$298,810 53, the expenses, \$156,059 31, and the net earnings, \$142,751 22. This shows a decrease in earnings of \$31,425 73, with an increase in expenses of \$15,018 22—making the decrease in net earnings, \$16,443 95. The above is subject to loss by the exchange of American currency. Deducting from net earnings interest charges and loss by exchange, the balance applicable to dividend is in August, 1869, \$41,928 09, against \$34,810 15 in August, 1868, an increase of \$7,117 94.

A railroad convention to consider the project of building a road from Kansas City, Mo., to Memphis, Tenn., to be known as the Kansas City, Springfield and Memphis Railroad, was held at Kansas City on the 19th inst. Delegates were present from Tennessee, Arkansas and Missouri. Colonel J. M. Richardson, of Springfield, Mo. was elected President, and R. D. Williams, of Kansas City, Secretary.

The Connecticut Valley Railroad from Hartford to the Shore Line Railroad at West Brook, on the west bank of the river, is to be put under contract directly, and completed by 1870. The length is about fifty miles. The stock subscription already amounts to \$1,500,000.

The Memphis, Springfield and Kansas City Railroad Company was organized in Memphis on the 13th inst., by the election of Judge Wm. Byers, of Arkansas, President; Col. J. M. Eldridge, Vice President; F. S. Delvis, of Tennessee, Treasurer.

The rails on the Lebanon and Pinegrove Railroad have been laid from Pinegrove to Jones-town. It is thought that by Christmas the whole line between Lebanon and Pinegrove will be in running order.

The track of the Chicago and St. Paul Railway is to be laid to Hastings, Min., by the 14th of December.

Henry Colony has been elected President, and Thomas E. Hatch, of Keen, N. H., clerk of the Manchester and Keene Railroad Company.

HENRY YOUNG, President.

AGENCY OF

G. B. HUBBELL, Secretary.

THE UNITED STATES RAILROAD SCREW SPIKE CO.,

No. 45 CLIFF STREET,

Works at OSSINING, Westchester County, N. Y.

To all persons engaged in the construction and management of railroads.



MONTIGNAN'S PATENT.

We respectfully call your attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country and in every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike.

First. They are made of the best refined iron, the thread being forged (not cut,) refines and toughens them.

Second. The holding power of each SCREW is from four to five tons, and the side pressure, three to four tons.

In three years' experience no SCREW has moved from its place and the rails in every case have been held as firmly to the ties as when first put down. By its use therefore the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button,) when the rail will be held firmly as before. The ties will thus be saved from the injury the splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW therefore the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia and Reading, Hudson River, Philadelphia, Wilmington and Baltimore, New York and New Haven, Chicago and Rock Island, Fond du Lac and Sheboygan, Albany Bridge Company, Quincy Bridge Company. During the year 1869 The New York and Oswego Midland Railroad Company has used more than four hundred Tons of our Screws. We are now prepared to manufacture these Screws in any quantity desired.

We call particular attention to the following mode of putting down our Screw Spikes:

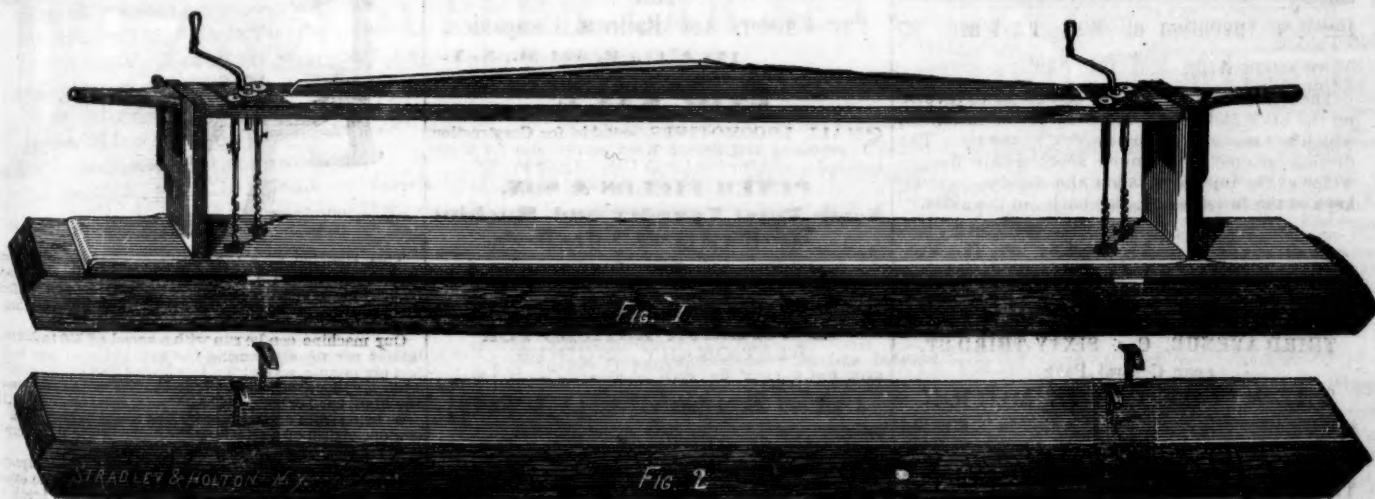


Figure 1.—Represents a double handed Machine for boring and guaging Railroad Ties which is done with one operation. The Machine is placed upon the Tie, is easily worked by two men, and bores four holes at once, it may also be used by Steam or Water power and in this way the holes for the Screw Spikes are bored very rapidly.

Figure 2.—Represents a Tie with the Screw Spikes set in it, preparatory to placing the same on the road bed. The Screws may be put in the Tie by hand, in the woods, in a Mill, or any other place where a large number of Ties are collected. The Screws will be set to the proper gauge for the track and may be so nearly screwed down that it will only be necessary, after the Ties are properly distributed on the Road Bed to drop the Rail in its place and give the Screw a quarter turn, or at most three-quarter turn when the Rail will be firmly fastened to the Tie. The Screws may be turned into the ties with an upright Power Drill such as is used in any machine shop, or, two such machines could be so placed that one could bore the holes while the other was turning in the Screw; such machines can also be so arranged to bore two holes and turn in two Screws at the same time, the Tie can be moved along on a carriage or endless apron.

It will readily be seen that the work of preparing the Ties with the Screws in, may be done under cover, in cold or stormy weather at a time when no work can be done on the Railroad. With Ties thus prepared the Track can be laid in much less time than it can be with common Spikes, thus giving additional proof of the great value of the SCREW SPIKE.

We are now prepared to furnish the double handed Tie boring Machines and hope bye and bye, to be able to publish cuts of improved Screw driving Machines. We also furnish other Tools for putting down the Screws which are used for repairing or replacing Ties.

For further particulars, address,

G. B. HUBBELL, Secretary, 45 CLIFF STREET, N. Y.

The contract for the construction of the new bridge at the Junction of the Southside and Richmond and Danville Railroads, at Burksport, has been awarded to the Baltimore Bridge Company. They will commence work at once. The bridge is to consist of rolled iron girders, with substantial cross braces of the same character.

The Galveston News says that the Galveston, Houston and Great Northern Railroad Company is now ready to negotiate for the construction of the whole line from Galveston to the Red river, where it will meet one of the roads from Kansas.

The Hannibal and Naples Railroad, which connects by an air line the Toledo, Wabash and Western and the Hannibal and St. Joseph, is completed.

The Cleveland and Pittsburg Railroad Company have voted to increase their share capital fifteen per cent. This is to be in the form of a dividend.

The directors of the Lake Shore and Michigan Southern Railway Company elected Mr. James H. Banker treasurer, in the place of Mr. Legrand Lockwood resigned.

The Bangor and Piscataquis Railroad will be completed as far as Dover in a few weeks. The cars are now running daily as far as Milo.

The survey of the George's River Valley Railroad has begun. This road is to connect Warren and Belfast, Me.

The contract for the construction of the railroad from Holton to Woodstock, Vt., has been let.

Beebe's Invention of Rail Fasteners on hand and for Sale.

These fasteners have a jaw and collar to revolve on the neck and under the head of the fasteners, which are made to drive or screw in the tie. The driving fastener has sunken sides within flanges wider at the top than below the middle, forming keys of the brush wood, also bars on the sides.

A. BEEBE,
78 Cedar st., N. Y.

AMERICAN INSTITUTE EXHIBITION,
OPEN DAILY FROM 9 A. M. TO 10 P. M. ON
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THE MACHINERY IN MOTION

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A GREAT CHANCE TO MAKE MONEY.

A RAILWAY PATENT which has realized forty thousand dollars in three years and a half, and has still 124 years to run, will be disposed of cheap for cash, for all Southern States, and all states and territories West of the Mississippi River. Enquire at this office.



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Established 1851.

Williams' New Patent Coal Oil Head Light, WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

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Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.

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GLASS STAINER, EMBOSSEUR AND ENAMELER
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SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

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STEAM COAL,

From the Clover Hill Virginia Coal Mines,
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From the Mines of the
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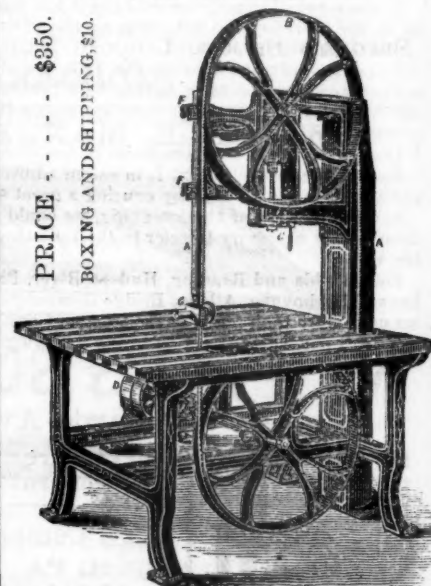
Orders received at the office of the Company,
90 Broadway, corner Wall street,
WM. M. RICHARDS, President.

Interest on City Stocks.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.

DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
6440
NEW YORK Sept. 24, 1869.



PRICE . . . \$350.
BOXING AND SHIPPING, \$10.

This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

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NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.

TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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DANAS & LITCHFIELD,

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RAILROAD IRON

of best American, English and Welsh make, of ORDINARY OF SUPERIOR QUALITY and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the U. S. or Canadas.

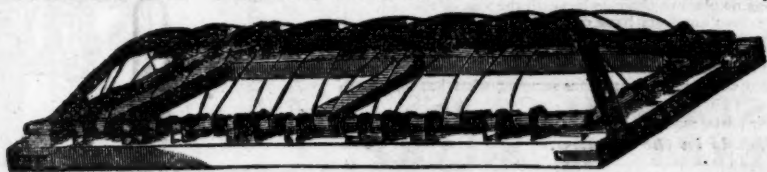
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BEST PRICES obtained for OLD RAILS and all kinds
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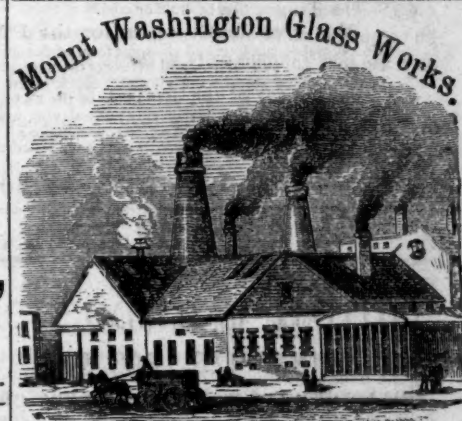
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Tin Plates of every descrip-

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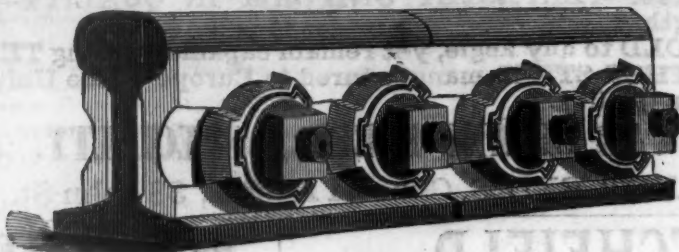
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MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Robert Merrill & Sons,

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OF ALL SIZES.

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—AND—

Machine Works,

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HARRISBURG, PENN.,

MANUFACTURERS OF

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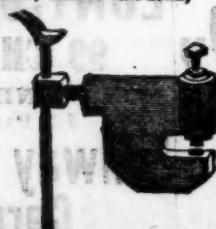
SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

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MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Blowing, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a horizontal or any other position. Send for Circular.

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California and China.

Through rates, New York to San Francisco:

First Class. \$150 to \$200. Steerage. \$75.

according to location of berth. These rates include berths, board and all necessities for the trip.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 16, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer AMERICA, will leave San Francisco Nov. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, October 15. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast as slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

BURLEIGH'S PATENT

Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

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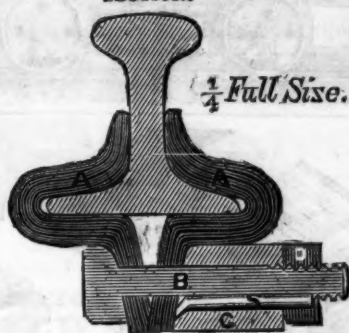
Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

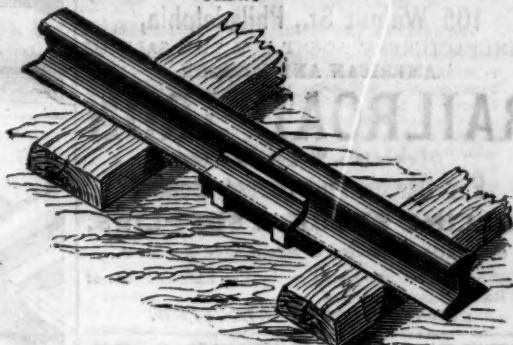
Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 1/4 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK OF THE NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

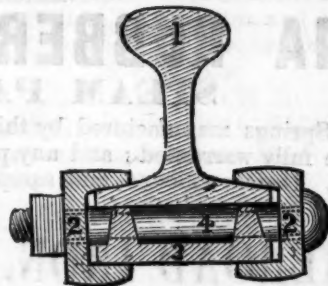
Particulars, address

JOHN H. OSBORNE,
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And **BENJ. SCOTT,**
New Brighton, Pa.

THE PHOENIX IRON COMPANY'S
PATENT

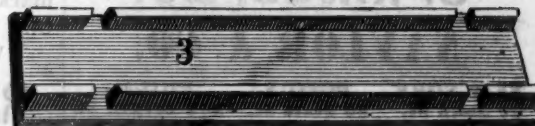
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3) with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, but the flange on one side of each rail is slotted to receive two "stops," as shown in figure 2. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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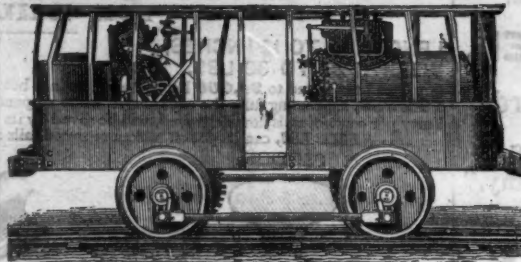
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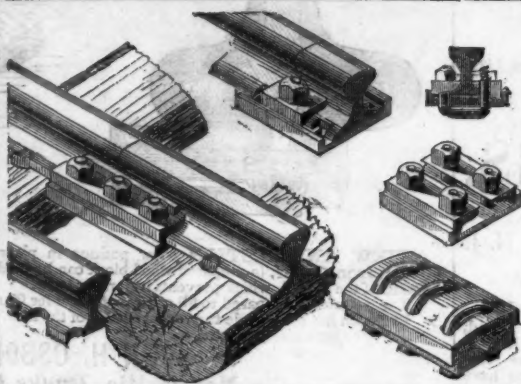
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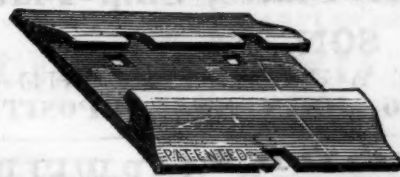
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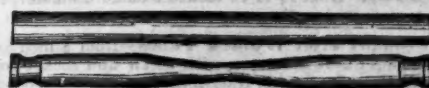
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3. Base 12 ft. Slopes 1½ to 1	15. " " " 1½ to 1
4. " " " 1½ to 1	16. " " " 1½ to 1
5. " " " 1½ to 1	17. " " " 1½ to 1
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9. " " " 1½ to 1	21. " " " 1½ to 1
10. " " " 1½ to 1	22. " " " 1½ to 1
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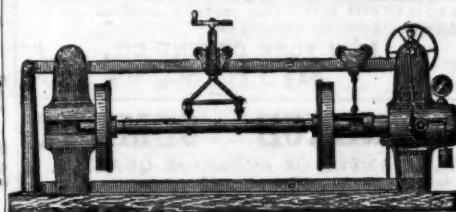
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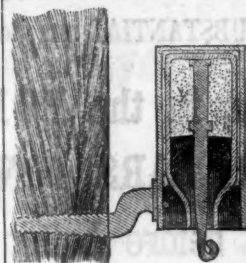
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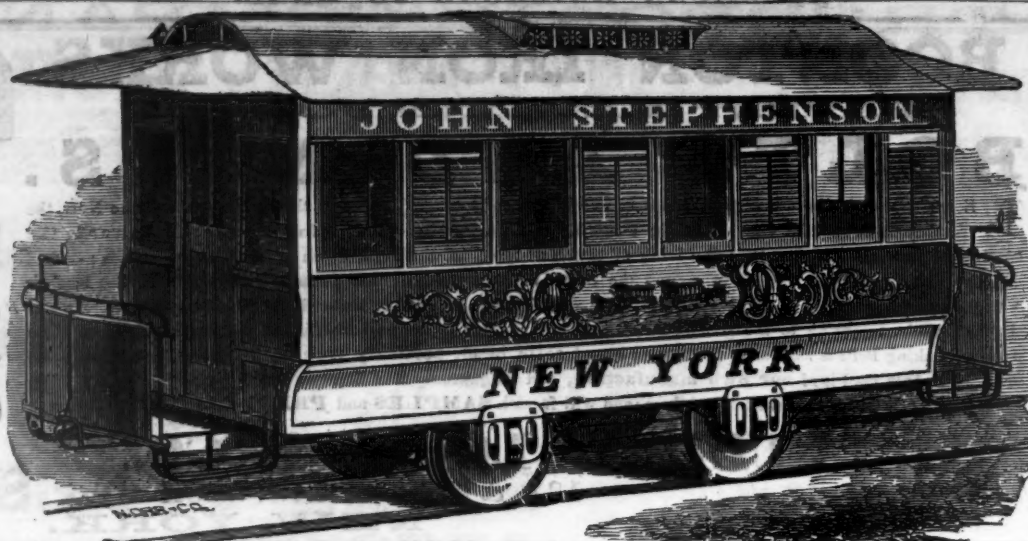
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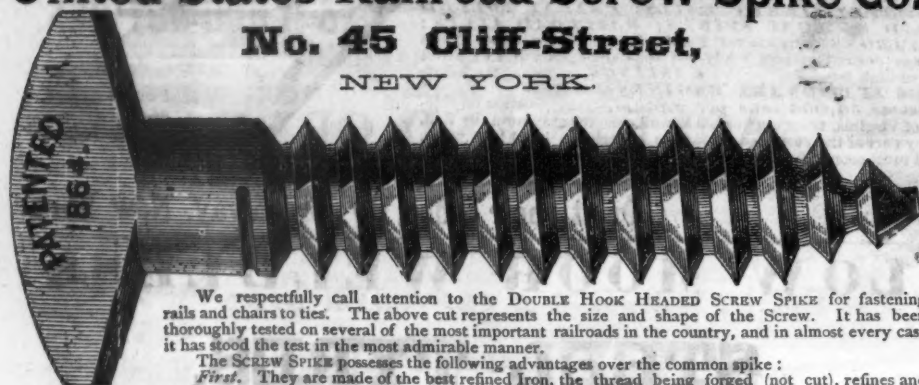
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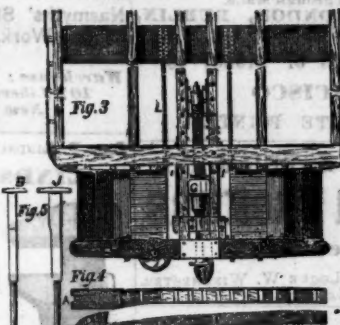
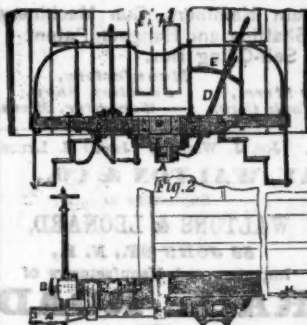
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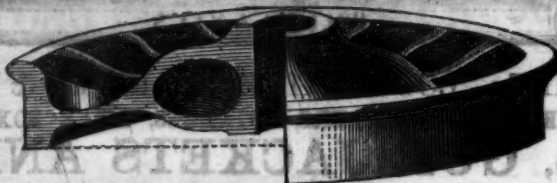
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